

## PRIORITIZATION AND FEASIBILITY RATINGS

The recommendations were segmented into likely project boundaries, considering length, continuity, recommended facility improvements, and jurisdiction. These 136 segments were given scored for prioritization and feasibility and then given a combined score for the projects.

### **Prioritization**

The prioritization criteria was developed from the project goals and organized in six major categories: Density, Origins/Destinations, Network Connectivity, Safety, and Socioeconomic Factors. Each category was weighted after the final calculations to be normalized to a maximum of 6 points with 30 the best possible score. The weighting is noted for each category.

#### **Density**

Population density was scored from 0 to 3 for each square within 1/4 mile of the route based on population, then dividing by the number of squares and normalizing the results. Segments that served higher populations were scored higher.

Employment density was scored from 0 to 3 based on the most employment dense region the route passes within 1/4 mile. Segments that served higher populations were scored higher.

The overall category was weighted 1.

#### **Origins/Destinations**

Key origins and destinations were given up to a 3 point value if the segment was within a certain distance.

Metra or bus transit stations within 1/4 mile earned segments 3 points, while each Pace bus route within 100 feet earned segments 1 point.

Segments within 1/4 mile of colleges and high schools within a 1/4 mile of a segment earned 3 points, while middle schools earned 2. Segments within 1/8 mile of elementary schools earned 1 point.

Libraries earned 3 points for being within 1/4 mile of a segment. Government services, such as village/city hall, Department of Motor Vehicles, or Social Security offices, within 1/8 mile earned a 1 point.

Major parks or forest preserves and hospitals earned segments 2 points within 1/4 mile, and retail centers within 1/8 mile earned segments 1 point. Major regional destinations, such as stadiums, convention centers, or regional shopping malls, earned a segment 3 points within 1/4 mile.

The overall category was weighted .5.

#### **Network Connectivity**

If a segment was part of or connects within 100 feet of a significant off-street trail, such as the Salt Creek Greenway or North Central DuPage Regional Trail, it earned 5 points. Connections to sidepaths, cut-throughs, or protected bikeways earned 4 points. Connections to existing or programmed bikeways earned 3 points.

Segments that crossed a major boundary, such as a railroad, freeway, or creek, earned 5 points per crossing. Segments that crossed roads with average daily traffic counts higher than 10,000 earned 1 point per crossing.

The overall category was weighted .4.

## ELGIN O'HARE BICYCLE AND PEDESTRIAN PLAN

## Safety

Bicycle and pedestrian crash data along the segments was tabulated over a five-year period and given a weighted score by number of crashes per type. Bicycle crashes were weighted with fatal crashes given a factor of 10, incapacitating injuries given a factor of 5, non-capacitating injuries given a factor of 3, and reported injuries not evident given a factor of 2. Pedestrian crashes were weighted with fatal crashes given a factor of 5, incapacitating injuries given a factor of 3, non-capacitating injuries given a factor of 2, and reported injuries not evident given a factor of 1.

Each segment's weighted score was given a point value from 0 to 5 based on the maximum score.

This category was weighted 1.2.

## Socioeconomic Factors

Segments were given a score from 0 to 3 based on the average median household income in census blocks adjacent to that segment. Segments were scored from 0 to 3 based on the region it passes within 1/4 mile of with the highest zero-car household percentage.

This category was weighted 1.

## Feasibility

A segment's feasibility was categorized into Hard, Medium, or Easy based on a number of factors.

Community or political opposition to the project and segments requiring acquiring additional right-of-way or roadway widening or bridge work each earned a Hard rating. Off-street facilities requiring removal of roadside elements earned a Hard rating, with other off-street facilities earning a Medium rating.

For on-street facilities, low-stress streets with local jurisdiction were rated Easy, with higher traffic volumes becoming more difficult. Similarly, low-stress streets with county or local and county jurisdiction earned a Medium rating, with higher volumes or IDOT involvement earning a Hard rating. Parking areas impacted were categorized as Hard if they were well utilized, Medium if they were not. Segments requiring crosswalk enhancements were categorized as Easy on streets with local jurisdiction and Medium with IDOT involvement. Similarly, signalized crossings scored as Medium with local jurisdiction and Hard with IDOT involvement.

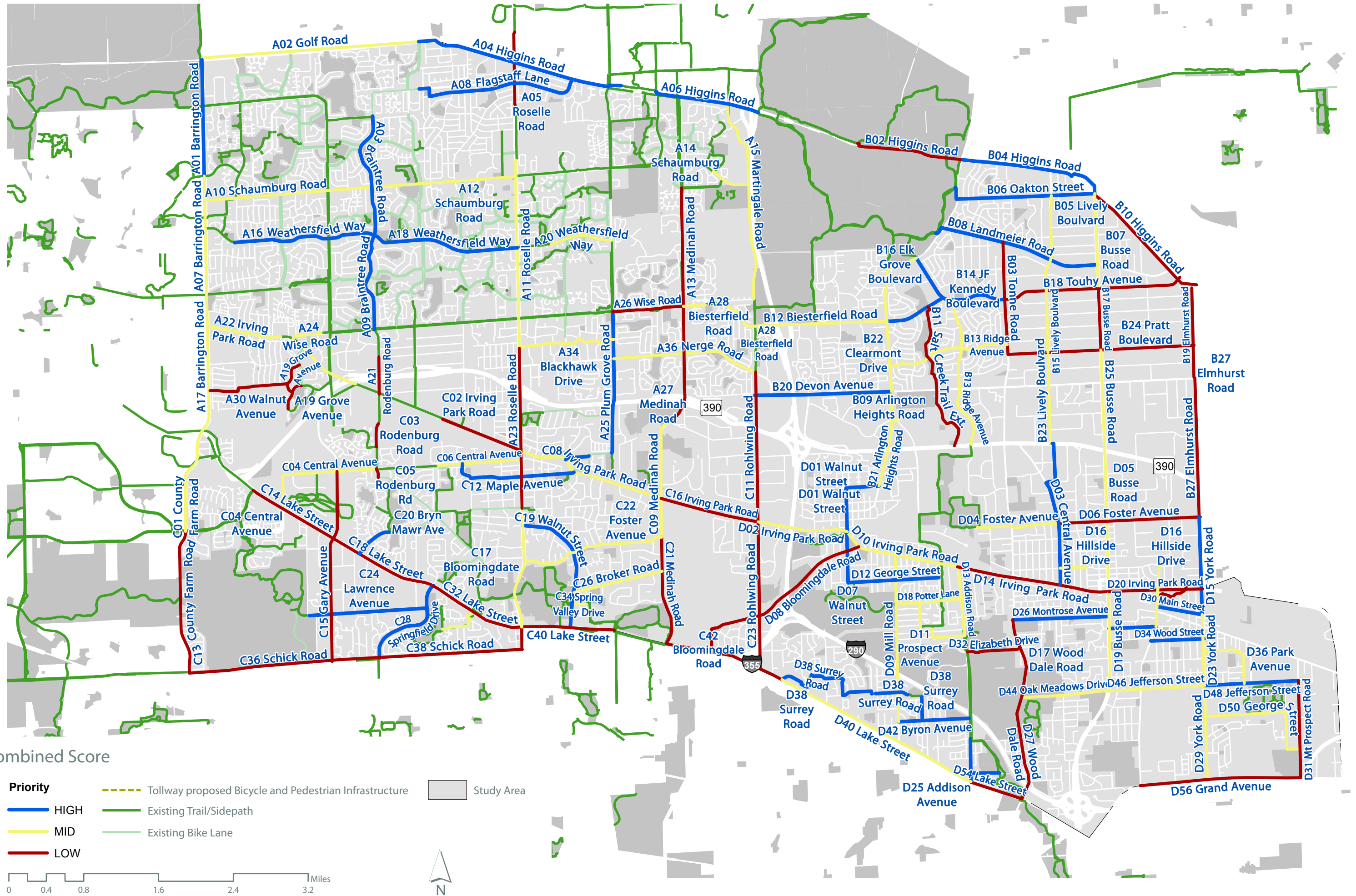
## Combined Score

The prioritization technical scores were ranked as High, Medium, and Low based on their relative totals and combined with the feasibility scores.

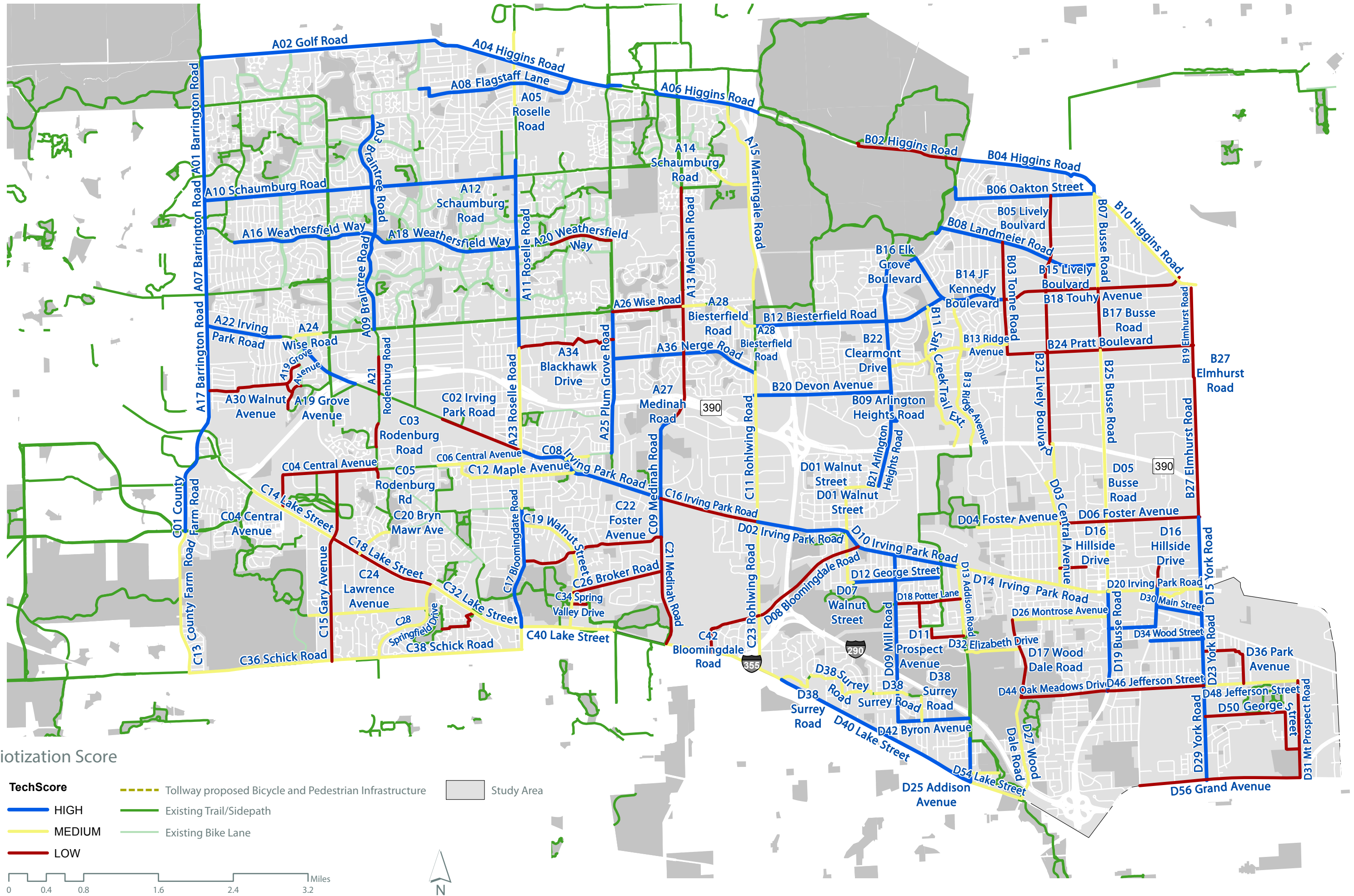
		Technical Score		
		Low	Medium	High
Feasibility	Easy	Medium	High	High
	Medium	Low	Medium	High
	Hard	Low	Low	Medium

Description:

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
												Yes -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
														IDOT Involvement	MEDIUM	
												Yes -->	Local and/or County Jurisdiction	MEDIUM		
														IDOT Involvement	HARD	
												Yes -->	HARD			
												No -->	MEDIUM			
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD	
														No -->	MEDIUM	
														Local Jurisdiction Only	ADT < 15,000	EASY
															15,000 < ADT < 20,000	MEDIUM
															ADT > 20,000	HARD
															Local and/or County Jurisdiction	ADT < 15,000
	15,000 < ADT < 20,000	HARD														
	ADT > 20,000	HARD														
	IDOT Involvement	HARD														
	Yes -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM											
				Yes -->	HARD											
Yes -->				HARD												
Yes -->	HARD															







FID	Label	FID_1	Id	Facility	RoadDietYN	RoadName	Extent_1	Extent_2	Notes
FID	Label	FID_1	Id	Facility	RoadDietYN	RoadName	Extent_1	Extent_2	Notes
119	A01		52	1 Sidepath	N	Barrington Road	Holmes Way	Golf Road	
1	A02		3	1 Sidepath	N	Golf Road	Barrington Road	Salem Drive	Higgins in Schaumburg plan
157	A03		0	0 Buffer Separated Bike Lane	N	Braintree Road	Weathersfield Way	Bode Road	Upgrade existing BL to buffered bike lane
17	A04		95	1 Sidepath	N	Higgins Road	Salem Drive	Existing sidepath E of Plum G	Higgins in Schaumburg plan
11	A05		76	0 Sidepath	N	Roselle Road	Golf Road	Bradley Lane	Connect existing on S extent. Extend N of area
18	A06		97	1 Sidepath	N	Higgins Road	National Parkway	Existing sidepath E of I-290	Higgins in Schaumburg plan
120	A07		52	1 Sidepath	N	Barrington Road	Tower Drive	Holmes Way	
20	A08		132	0 Neighborhood Greenway	N	Flagstaff Lane	E Bode Circle	Higgins Road	Short segment on Western. Roselle xing challenge
157	A09		0	0 Buffer Separated Bike Lane	N	Braintree Road	Wise Road	Weathersfield Way	Upgrade existing BL to buffered bike lane
118	A10		1	1 Sidepath	N	Schaumburg Road	Barrington Rd	Springinsguth Road	
19	A11		130	0 Sidepath	N	Roselle Road	Neri Drive	Blackhawk Drive	
0	A12		1	1 Sidepath	N	Schaumburg Road	Springinsguth Road	Roselle Rd	
121	A13		83	0 Sidepath	N	Meacham Road	Biesterfield Road	Old Schaumburg Road	Elk Grove BP. Investigate connect. to prop BL
3	A14		25	1 Sidepath	N	Schaumburg Road	Lincoln Meadows Drive	Martingale Road	
4	A15		29	1 Barrier Separated Bike Lane	Y	Martingale Road	Corporate Crossing Rd	White Trail Road	
155	A16		0	0 Buffer Separated Bike Lane	N	Weathersfield Way	Knollwood Drive	Braintree Drive	Upgrade existing BL to buffered bike lane
7	A17		52	1 Sidepath	N	Barrington Road	Lake Street	Tower Drive	
155	A18		0	0 Buffer Separated Bike Lane	N	Weathersfield Way	Braintree Drive	Roselle Road	Upgrade existing BL to buffered bike lane
13	A19		81	0 Bike Lane	N	Grove Avenue / Orchard Av	Gary Court	Irving Park Road	Connect existing sidepath
155	A20		0	0 Buffer Separated Bike Lane	N	Weathersfield Way	Donna Court	Plum Grove Road	Upgrade existing BL to buffered bike lane
150	A21		0	0 Sidepath		Rodenburg Road	Irving Park Road	Morse Avenue	
8	A22		56	0 Sidepath	N	Irving Park Road	Barrington Road	Orchard Lane	
122	A23		130	0 Sidepath	N	Roselle Road	Blackhawk Drive	Irving Park Road	
10	A24		73	0 Sidepath	N	Wise Road	Irving Park Road	Westover Lane	SBL possible along Wise/Irving Park
2	A25		5	1 Barrier Separated Bike Lane	Y	Plum Grove Road	Wise Road	Lawrence Avenue	Shown in proposal
6	A26		45	1 Buffer Separated Bike Lane	Y	Wise Road	Plum Grove Road	Meacham Road	Or could be sidepath
15	A27		83	0 Sidepath	N	Meacham Rd / Medinah Ro	Crest Avenue	Biesterfield Road	Elk Grove BP. Investigate connect. to prop BL
148	A28		74	0 Sidepath	N	Biesterfield Road	Meacham Road	Rohlwing Road	Need to widen existing path at I-290 structure
12	A30		77	0 Buffer Separated Bike Lane	N	Walnut Avenue	Barrington Road	Orchard Avenue	Current lanes are very wide
9	A32		57	0 Sidepath	N	Irving Park Road	Mercury Drive	Long Avenue	
21	A34		134	0 Neighborhood Greenway	N	Blackhawk Drive	Roselle Road	Plum Grove Road	Alt. to Nerge Road.
5	A36		44	1 Sidepath	N	Nerge Road	Plum Grove Road	Rohlwing Road	Alt. to road diet. E side in Elk Grove plan
112	B01		85	0 Sidepath	N	Arlington Heights Road	Biesterfield Road	Elk Grove Boulevard	High crash corridor
123	B02		2	1 Sidepath	N	Higgins Road	Existing trail in Busse Forest	Arlington Heights Road	
115	B03		100	0 Barrier Separated Bike Lane	Y	Tonne Road	Pratt Boulevard	Landmeier Rd	Would remove second travel lane
101	B04		2	1 Sidepath	N	Higgins Road / Midway Cou	Arlington Heights Rd	Busse Rd	
124	B05		26	1 Bike Lane	N	Lively Boulevard	Touhy Avenue	Oakton Street	Truck conflicts. May be diff to fit w/ TWCTL
104	B06		19	1 Shared Lane Markings	N	Oakton Street	Arlington Heights Road	Higgins Road	Could upgrade if parking removed
126	B07		8	1 Sidepath	N	Busse Road	Touhy Avenue	Higgins Road	SUP both sides
102	B08		4	1 Barrier Separated Bike Lane	Y	Landmeier Road	Arlington Heights Rd	Busse Rd	
130	B09		85	0 Sidepath	N	Arlington Heights Road	Devon Avenue	Higgins Road	High crash corridor
113	B10		92	1 Sidepath	N	Higgins Road	Busse Road	Elmhurst Road	



FID	Label	FID_1	Id	Facility	RoadDietYN	RoadName	Extent_1	Extent_2	Notes
131	<b>B11</b>	42	1	Trail	N	<b>Salt Creek Trail Ext.</b>	JF Kennedy Blvd	Thorndale Avenue	New trail along Creek
111	<b>B12</b>	75	0	Sidepath	N	<b>Biesterfield Road</b>	Rohlwing Road	Arlington Heights Road	In Elk Grove Plan. Connects to prop. SBL.
108	<b>B13</b>	47	1	Buffer Separated Bike Lane	N	<b>Mittel Blvd / Ridge Avenue</b>	Thorndale Avenue	Elk Grove Boulevard	
103	<b>B14</b>	7	1	Buffer Separated Bike Lane	Y	<b>JF Kennedy Boulevard / Rev</b>	Arlington Heights Road	Elk Grove Boulevard	
125	<b>B15</b>	26	1	Bike Lane	N	<b>Lively Boulevard</b>	Pratt Boulevard	Touhy Avenue	Truck conflicts. May be diff to fit w/ TWCTL
105	<b>B16</b>	20	1	Combination Bicycle-Parking Lane	N	<b>Elk Grove Boulevard</b>	Arlington Heights Road	Tonne Road	Trail connect. Parking- Upgrade to BL if removed
127	<b>B17</b>	8	1	Sidepath	N	<b>Busse Road</b>	Pratt Boulevard	Touhy Avenue	SUP both sides
109	<b>B18</b>	69	0	Bike Lane	N	<b>Touhy Avenue</b>	Tonne Road	Higgins Road	Trucks, driveways. Can upgrade from BL.
106	<b>B19</b>	28	1	Sidepath	N	<b>Elmhurst Road</b>	Pratt Boulevard	Higgins Rd	
74	<b>B20</b>	27	6	Sidepath	N	<b>Devon Avenue</b>	Rohlwing Road	Arlington Heights Road	Prop. in Elk Grove Village plan. Road diet alt.
64	<b>B21</b>	127	0	Bike Lane	N	<b>Arlington Heights Road</b>	Devon Avenue	Bryn Mawr Avenue	Narrow existing traffic lanes for BL
116	<b>B22</b>	133	0	Neighborhood Greenway	N	<b>Clearmont Drive</b>	Arlington Heights Road	Tonne Road	Need AADT. Alt. to Devon
38	<b>B23</b>	26	1	Bike Lane	N	<b>Lively Boulevard</b>	IL-390	Pratt Boulevard	Truck conflicts. May be diff to fit w/ TWCTL
114	<b>B24</b>	96	0	Buffer Separated Bike Lane	N	<b>Pratt Boulevard</b>	Tonne Road	Elmhurst Road	Attn to design E of Busse. Manage trucks/driveways
129	<b>B25</b>	8	1	Sidepath	N	<b>Busse Road</b>	IL-390	Pratt Boulevard	SUP both sides
128	<b>B27</b>	28	1	Sidepath	N	<b>Elmhurst Road</b>	Foster Avenue	Pratt Boulevard	
132	<b>C01</b>	10	1	Sidepath	N	<b>County Farm Road</b>	Greenbrook Boulevard	Lake Street	Connect to Schick Rd SUP and Barrington Rd
149	<b>C02</b>	60	0	Buffer Separated Bike Lane	Y	<b>Irving Park Road</b>	Mitchell Boulevard	Roselle Road	
91	<b>C03</b>	104	0	Sidepath	N	<b>Rodenburg Road</b>	Existing sidepath	Travis Parkway	Connect existing sidepath
72	<b>C04</b>	13	1	Buffer Separated Bike Lane	N	<b>Central Avenue / Bartels Ro</b>	Lake Street	Rodenburg Road	
82	<b>C05</b>	53	0	Bike Lane	N	<b>Rodenburg Rd</b>	Mensching Rd	Flamingo Dr	Connect existing facilities
83	<b>C06</b>	54	1	Sidepath	N	<b>Central Avenue</b>	Rosewood Dr	Roselle Rd	Con't existing sidepath. N side?
75	<b>C07</b>	30	1	Sidepath	N	<b>Roselle Road</b>	Irving Park Road	Bryn Mawr Avenue	W side SUP. Also rec'd by Tollway mtg.
85	<b>C08</b>	60	0	Bike Lane	Y	<b>Irving Park Road</b>	Roselle Road	Medinah Road	Four to three road diet dependent on furth. study
14	<b>C09</b>	82	0	Bike Lane	Y	<b>Medinah Road</b>	Foster Avenue	Crest Avenue	Possible road diet - also by school
87	<b>C10</b>	65	0	Shared Lane Markings	N	<b>Lawrence Avenue</b>	Irving Park Road	Terry Drive	Connect to existing bike lanes
92	<b>C11</b>	129	1	Sidepath	N	<b>Rohlwing Road</b>	Nerge Road	Irving Park Road	Alt. to road diet. Could be paved shoulders
86	<b>C12</b>	63	0	Shared Lane Markings	N	<b>Maple Avenue / West End R</b>	Central Avenue	Roselle Road	
71	<b>C13</b>	10	1	Sidepath	N	<b>County Farm Road</b>	Schick Road	Greenbrook Boulevard	Connect to Schick Rd SUP and Barrington Rd
136	<b>C14</b>	0	1	Sidepath	N	<b>Lake Street</b>	Greenbrook Boulevard	Gary Avenue	Verify extents
81	<b>C15</b>	48	1	Sidepath	N	<b>Gary Avenue</b>	Schick Road	Central Avenue	AADT= 40500
139	<b>C16</b>	61	0	Bike Lane	N	<b>Irving Park Road</b>	Medinah Road	Rohlwing Road	
	<b>C17</b>	30	1	Sidepath	N	<b>Bloomingtondale Road</b>	Bryn Mawr Avenue	Lake Street	W side SUP. Also rec'd by Tollway mtg.
69	<b>C18</b>	0	1	Sidepath	N	<b>Lake Street</b>	Gary Avenue	Springfield Drive	Verify extents
88	<b>C19</b>	66	0	Shared Lane Markings	N	<b>Circle Avenue / Walnut Stre</b>	Roselle Road	Lake Street	Include traffic calming, as needed
84	<b>C20</b>	55	0	Bike Lane	N	<b>Bryn Mawr Ave</b>	Dorchester Ct	Lake St	Connect existing to proposed facility
70	<b>C21</b>	9	1	Bike Lane	N	<b>Medinah Road</b>	Lake Street	Foster Avenue	Can narrow painted median in some places
89	<b>C22</b>	67	0	Neighborhood Greenway	N	<b>Foster Avenue</b>	Bloomingtondale Road	Medinah Road	Include speed management
137	<b>C23</b>	129	1	Sidepath	N	<b>Rohlwing Road</b>	Irving Park Road	Lake Street	Alt. to road diet. Could be paved shoulders
73	<b>C24</b>	14	1	Wayfinding	N	<b>Lawrence Avenue</b>	Cloverdale Rd	Springfield Drive	Show trail/rd connect
90	<b>C26</b>	68	0	Neighborhood Greenway	N	<b>Broker Road</b>	Circle Avenue	Medinah Road	Study for need for speed and/or volume management
77	<b>C28</b>	32	1	Bike Lane	Y	<b>Springfield Drive</b>	Lake Street	Schick Road	Connect to Springfield Park and trail
79	<b>C30</b>	35	1	Wayfinding	N	<b>Royal Lane/Scenic Drive/Wi</b>	NC Dupage Trail	Lake Street	Wayfinding to trail
135	<b>C32</b>	0	1	Sidepath	N	<b>Lake Street</b>	Springfield Drive	Bloomingtondale Road	Mult trail X. Bridge: William Way/Rosedale
80	<b>C34</b>	36	1	Wayfinding	N	<b>Spring Valley Drive</b>	Circle Avenue	Pleasant Avenue	wayfinding between trail segments
78	<b>C36</b>	34	1	Sidepath	N	<b>Schick Road</b>	County Farm Road	Springfield Drive	

FID	Label	FID_1	Id	Facility	RoadDietYN	RoadName	Extent_1	Extent_2	Notes
133	<b>C38</b>	34	1	Sidepath	N	<b>Schick Road / Bloomingdale</b>	Springfield Drive	Lake Street	
134	<b>C40</b>	0	1	Sidepath	N	<b>Lake Street</b>	Bloomingdale Road	Glen Ellyn Road	Verify extents
138	<b>C42</b>	84	0	Sidepath	N	<b>Swift Road / Nordic Road</b>	Lake Street	Rohlwing Road	5' shoulders in parts. Could widen others to match
52	<b>C44</b>	112	1	Sidepath	N	<b>Lake Street</b>	Medinah Road	Fox Lake Commons SC	
63	<b>D01</b>	126	0	Shared Lane Markings	N	<b>Walnut Street / Bryn Mawr</b>	Arlington Heights Road	Irving Park Road	
146	<b>D02</b>	61	0	Bike Lane	N	<b>Irving Park Road</b>	Rohlwing Road	Walnut Street	Reduce lane width/median. Needs further study
65	<b>D03</b>	135	0	Shared Lane Markings	N	<b>Central Avenue / Richert Ro</b>	IL-390	Irving Park Road	Alt. to road diet on Wood Dale Road
48	<b>D04</b>	72	0	Sidepath	N	<b>Foster Avenue</b>	End of School St	Central Avenue	Low ADT - could be BL/paved shoulder if widened
28	<b>D05</b>	8	1	Sidepath	N	<b>Busse Road</b>	Irving Park Road	IL-390	SUP both sides
47	<b>D06</b>	71	0	Bike Lane	N	<b>Foster Avenue</b>	Central Avenue	York Road	Need to study to mitigate ag. truck conflicts
41	<b>D07</b>	40	1	Traffic Calming and Streetscaping	N	<b>Walnut Street</b>	Bryn Mawr Avenue	George St	Through downtown Itasca
49	<b>D08</b>	84	0	Sidepath	N	<b>Bloomingdale Road</b>	Rohlwing Road	Irving Park Road	5' shoulders in parts. Could widen others to match
35	<b>D09</b>	22	1	Bike Lane	N	<b>Mill Road</b>	Lake Street	Irving Park Road	AADT too high for bike blvd
45	<b>D10</b>	61	0	Bike Lane	N	<b>Irving Park Road</b>	Walnut Street	Addison Road	Reduce lane width/median. Needs further study
36	<b>D11</b>	23	1	Wayfinding	N	<b>Prospect Avenue</b>	SC Trail	Potter Road	connection SC trail
37	<b>D12</b>	24	1	Traffic calming and wayfinding	N	<b>George Street</b>	SC Trail	Elm Street	Need wayfinding to trail as NS route
29	<b>D13</b>	11	1	Buffer Separated Bike Lane	Y	<b>Addison Road</b>	Forest Preserve Drive	Irving Park Road	
46	<b>D14</b>	62	0	Sidepath	N	<b>Irving Park Road</b>	Addison Road	Kingery Highway	Conditions vary. See notes per quadrant
141	<b>D15</b>	6	1	Sidepath	N	<b>York Road</b>	Main Street	Foster Avenue	South portion res may be tough w/ priv prop
46	<b>D16</b>	62	0	Neighborhood Greenway	N	<b>Hillside Drive</b>	Central Avenue	Mohawk Drive	Extend programmed neighborhood greenway to Central
145	<b>D17</b>	37	1	Shoulder Bike Lane	N	<b>Wood Dale Road</b>	Montrose Avenue	Oak Meadows Drive	SUP west side bc trail. alt= shoulder BL
30	<b>D18</b>	15	1	Traffic calming and wayfinding	N	<b>Potter Street</b>	Addison Road	Mill Rd/Salt Creek Trail	Need intersection imp at addison to allow entry
140	<b>D19</b>	8	1	Sidepath	N	<b>Kingery Highway</b>	Oak Meadows Drive	Irving Park Road	SUP both sides
147	<b>D20</b>	62	0	Sidepath	N	<b>Irving Park Road</b>	Kingery Highway	York Road	Conditions vary. See notes per quadrant
142	<b>D21</b>	116	0	Sidepath	N	<b>Church Road</b>	Mohawk Drive	Grove Avenue	Continue the programmed sidepath
147	<b>D22</b>	62	0	Sidepath	N	<b>Silver Creek Trail</b>	Church Road	York Road	Proposed in Bensenville plan
143	<b>D23</b>	6	1	Sidepath	N	<b>York Road</b>	Jefferson Street	Main Street	South portion res may be tough w/ priv prop
40	<b>D24</b>	38	1	Wayfinding	N	<b>Forest Preserve Drive</b>	Addison Road/SC Trail	Brookwood Drive/SC Greenway	on-street connection to other trail spur
42	<b>D25</b>	41	1	Buffer Separated Bike Lane	Y	<b>Addison Road</b>	Lake Street	Marilyn Terrace	4 to 3 conversion
32	<b>D26</b>	17	1	Neighborhood Greenway	N	<b>Montrose Avenue</b>	Wood Dale Road	Kingery Highway	bike cut-thru b/w spruce and kingery hwy
39	<b>D27</b>	37	1	Shoulder Bike Lane	N	<b>Wood Dale Road</b>	Oak Meadows Drive	Lake Street	SUP west side bc trail. alt= shoulder BL
44	<b>D28</b>	49	1	Bike Lane	N	<b>Grove Avenue</b>	Kingery Highway	Church Road	Verify facility
27	<b>D29</b>	6	1	Sidepath	N	<b>York Road</b>	Jefferson Street	Grand Avenue	South portion res may be tough w/ priv prop
31	<b>D30</b>	16	1	Bike Lane	N	<b>Main Street</b>	Church Street	York Road	Reconfigure parking to back-in
58	<b>D31</b>	120	0	Sidepath	N	<b>Mt Prospect Road</b>	Jefferson Street	Grand Avenue	Ref in local ATP
62	<b>D32</b>	125	0	Bike Lane	N	<b>Elizabeth Drive</b>	Addison Road	Wood Dale Road	Add shoulder to street for BL
60	<b>D34</b>	123	0	Neighborhood Greenway	N	<b>Wood Street</b>	Church Street	York Road	
61	<b>D36</b>	124	0	Wayfinding	N	<b>Pine Avenue / Park Avenue</b>	York Road	Third Avenue	
50	<b>D38</b>	107	0	Wayfinding	N	<b>Sable Drive / Surrey Road /</b>	Lake Street	Byron Avenue	Part of alternative to using Lake Street
34	<b>D40</b>	21	0	Sidepath	N	<b>Lake Street</b>	Fox Lake Commons SC	Addison Road	Long term rec. Need further study.
34	<b>D42</b>	21	0	Bike Lane	N	<b>Byron Avenue</b>	Mill Road	Addison Road/Salt Creek Gre	
59	<b>D44</b>	121	1	Shared Lane Markings	N	<b>Oak Meadows Drive</b>	Wood Dale Rd	Kingery Highway	Existing roadway is too narrow for bike lanes
144	<b>D46</b>	115	0	Shared Lane Markings	N	<b>Jefferson Street</b>	Kingery Highway	York Road	
55	<b>D48</b>	115	0	Shared Lane Markings	N	<b>Jefferson Street</b>	York Road	County Line Road	
54	<b>D50</b>	114	0	Shared Lane Markings	N	<b>George Street</b>	York Road	Mt Prospect Road	
33	<b>D52</b>	18	1	Wayfinding	N	<b>Oak Street</b>	Salt Creek Trail	Addison Road	Near rec center



FID	Label	FID_1	Id	Facility	RoadDietYN	RoadName	Extent_1	Extent_2	Notes
53	D54	113	1	Sidepath	N	Lake Street	Addison Road	Wood Dale Road	Mult trail X. Bridge: William Way/Rosedale
57	D56	117	0	Sidepath	N	Grand Avenue	Church Street	Mt Prospect Road	Planned path. Ref in local ATP

													Population Density (0-3)	Emplyoment Density (0-3)	Transit Station within 0.25 miles (1=yes, 0=no)	Connections to Pace Bus Routes (Each)	University/College within 0.25 miles (1=yes, 0=no)
Label	AADT	EstWidth	Length	PageNarr	PageNumb_1	Density	O/D Pts	Network Pts	Safety	Socioeconomic	Total						
Label	AADT	EstWidth	Length	PageNarr	PageNumb_1	DensityWt	ODWt	NetworkWt	SafetyWt	SocioWt					Metra	Pace	College
A01	0	0	1.2	A	1	6.0	2.0	3.6	4.8	3.0	19.4		3	3	0	1	0
A02	0	0	2.3	A	1	6.0	3.5	3.6	4.8	4.0	21.9		3	3	0	2	0
A03	0	0		A	0	4.0	2.0	3.2	1.2	5.0	15.4		3	1	0	1	0
A04	0	0	2.2	A	1	3.0	3.0	2.4	2.4	5.0	15.8		2	1	0	2	0
A05	32000	83	0.8	A	1	2.0	2.5	2.4	0.0	5.0	11.9		1	1	0	1	0
A06	0	0	1.1	A	1	3.0	2.5	6.0	6.0	2.0	19.5		0	3	0	2	0
A07	0	0	1.3	A	1	5.0	1.0	1.6	3.6	4.0	15.2		3	2	0	1	0
A08	0	0	1.8	A	1	4.0	2.0	1.6	1.2	5.0	13.8		3	1	0	0	0
A09	0	0		A	0	4.0	0.5	2.8	1.2	5.0	13.5		2	2	0	1	0
A10	0	0	1.3	A	1	4.0	1.0	2.8	2.4	4.0	14.2		3	1	0	1	0
A11	18600	0	2.0	A	1	4.0	4.0	2.8	4.8	5.0	20.6		2	2	0	1	0
A12	0	0	2.0	A	1	4.0	4.5	2.8	6.0	6.0	23.3		2	2	0	1	0
A13	23900	0	1.3	A	1	3.0	0.5	1.6	1.2	3.0	9.3		2	1	0	0	0
A14	25300	0	0.4	A	1	3.0	2.0	3.6	0.0	1.0	9.6		2	1	0	1	0
A15	13000	55	2.2	A	1	3.0	4.0	1.6	1.2	2.0	11.8		0	3	0	5	0
A16	0	0		A	0	4.0	0.5	3.2	1.2	4.0	12.9		3	1	0	0	0
A17	0	0	1.5	A	1	5.0	1.0	2.0	2.4	6.0	16.4		3	2	0	1	0
A18	0	0		A	0	3.0	1.5	2.8	2.4	5.0	14.7		2	1	0	1	0
A19	0	0	0.7	A	1	3.0	0.0	2.8	0.0	3.0	8.8		3	0	0	0	0
A20	0	0		A	0	3.0	0.5	2.8	1.2	2.0	9.5		2	1	0	0	0
A21			0.4			2.0	0.0	3.6	0.0	1.0	6.6		0	2	0	0	0
A22	30000	64	0.8	A	1	4.0	2.5	1.6	1.2	5.0	14.3		3	1	0	1	0
A23	18600	0	1.1	A	1	2.0	0.5	2.0	3.6	2.0	10.1		1	1	0	0	0
A24	0	0	0.3	A	1	3.0	0.0	2.8	0.0	4.0	9.8		3	0	0	0	0
A25	14000	68	1.5	A	1	3.0	1.0	4.8	1.2	3.0	13.0		2	1	0	0	0
A26	12300	38	0.8	A	1	2.0	1.5	1.6	0.0	2.0	7.1		1	1	0	0	0
A27	23900	0	1.3	A	1	2.0	0.5	2.0	1.2	3.0	8.7		1	1	0	0	0
A28	25400	68	0.6	A	1 non-continuo	1.0	2.0	1.6	1.2	5.0	10.8		0	1	0	0	0
A30	0	33	0.9	A	1 multiple bikev	3.0	0.5	0.0	0.0	6.0	9.5		3	0	0	1	0
A32	30000	0	0.7	A	1	2.0	2.0	5.2	0.0	3.0	12.2		2	0	0	1	0
A34	0	0	1.1	A	1	3.0	0.0	0.0	0.0	1.0	4.0		2	1	0	0	0
A36	14100	70	1.6	A	1	5.0	1.0	2.0	2.4	4.0	14.4		3	2	0	0	0
B01	27000	0	0.9	B	2	2.0	3.5	2.0	6.0	4.0	17.5		1	1	0	1	0
B02	0	0	1.1	B	2	1.0	1.5	2.4	1.2	2.0	8.1		0	1	0	1	0
B03	0	0	1.2	B	2	4.0	0.5	0.0	1.2	3.0	8.7		2	2	0	0	0
B04	0	0	1.6	B	2 multiple bikev	2.0	3.0	2.4	1.2	5.0	13.6		0	2	0	3	0
B05	4050	0	1.0	B	4	2.0	0.5	0.0	1.2	4.0	7.7		0	2	0	1	0
B06	13400	42	1.6	B	2 multiple bikev	3.0	3.5	2.4	2.4	5.0	16.3		1	2	0	3	0
B07	30000	0	1.0	B	4	2.0	1.5	0.0	2.4	5.0	10.9		0	2	0	2	0
B08	12000	51	1.8	B	2	3.0	3.5	2.0	2.4	5.0	15.9		1	2	0	3	0
B09	27000	0	0.8	B	2	5.0	2.0	0.4	6.0	4.0	17.4		2	3	0	1	0
B10	0	0	1.5	B	2	2.0	2.0	0.4	2.4	3.0	9.8		0	2	0	3	0

Label	AADT	EstWidth	Length	PageNarr	PageNumb_1	DensityWt	ODWt	NetworkWt	SafetyWt	SocioWt				Metra	Pace	College
B11	0	0	1.1 B		4	3.0	4.5	0.4	1.2	3.0	12.1	2	1	0	1	0
B12	0	0	1.4 B		2	5.0	3.5	6.0	6.0	5.0	25.5	2	3	0	1	0
B13	0	35	1.0 B		2	3.0	5.5	0.4	0.0	3.0	11.9	2	1	0	0	0
B14	8700	0	0.7 B		2	4.0	5.0	0.0	4.8	3.0	16.8	3	1	0	1	0
B15	4050	0	0.7 B		4	2.0	1.0	0.0	0.0	3.0	6.0	0	2	0	1	0
B16	2750	0	1.2 B		2	3.0	5.0	2.0	1.2	3.0	14.2	1	2	0	1	0
B17	30000	0	0.7 B		4	2.0	1.5	0.0	1.2	4.0	8.7	0	2	0	2	0
B18	1400	0	1.9 B		2	2.0	1.5	0.4	1.2	4.0	9.1	0	2	0	2	0
B19	27100	74	0.6 B		2	2.0	1.0	0.0	0.0	3.0	6.0	0	2	0	1	0
B20	19300	0	1.5 B		3	4.0	1.0	2.0	1.2	5.0	13.2	1	3	0	1	0
B21	0	0	1.1 B		4	5.0	2.5	2.0	1.2	2.0	12.7	2	3	0	1	0
B22	0	0	1.3 B		2	4.0	2.0	0.0	1.2	3.0	10.2	2	2	0	1	0
B23	4050	0	1.0 B		4	2.0	0.5	0.0	0.0	3.0	5.5	0	2	0	1	0
B24	4500	0	2.0 B		2	2.0	1.0	0.4	0.0	4.0	7.4	0	2	0	2	0
B25	30000	0	1.1 B		4	2.0	1.5	2.4	1.2	4.0	11.1	0	2	0	2	0
B27	27100	74	1.8 B		2	2.0	0.5	2.0	1.2	3.0	8.7	0	2	0	1	0
C01	27300	65	1.1 C		3	3.0	2.5	6.0	1.2	2.0	14.7	3	0	1	1	0
C02	14800	44	0.9 C		3	1.0	0.5	1.6	1.2	1.0	5.3	0	1	0	0	0
C03	0	0	0.3 C		3	1.0	0.0	3.6	0.0	2.0	6.6	0	1	0	0	0
C04	0	0	1.4 C	3 multiple bike		3.0	0.5	2.0	0.0	3.0	8.5	1	2	0	0	0
C05	0	0	0.1 C		3	3.0	0.0	3.2	0.0	2.0	8.2	2	1	0	0	0
C06	0	0	0.9 C		3	2.0	2.5	1.6	1.2	3.0	10.3	1	1	0	0	0
C07	18600	0	1.9 C		3	2.0	1.5	5.2	1.2	2.0	11.9	1	1	0	0	0
C08	14800	44	1.6 C		3	2.0	4.0	4.8	2.4	3.0	16.2	1	1	1	0	0
C09	11400	44	1.3 C		1	1.0	5.0	4.0	1.2	3.0	14.2	0	1	1	0	0
C10	5050	0	0.3 C		3	4.0	2.0	1.2	1.2	2.0	10.4	3	1	1	0	0
C11	13100	40	1.6 C		3	2.0	1.0	4.0	0.0	3.0	10.0	0	2	0	0	0
C12	0	0	1.3 C	3 multiple bike		2.0	6.0	1.6	0.0	2.0	11.6	1	1	1	0	0
C13	27300	65	1.5 C		3	1.0	1.5	4.0	1.2	2.0	9.7	1	0	0	0	0
C14	27400	58	1.0 C		3	3.0	2.5	1.6	0.0	3.0	10.1	1	2	0	0	0
C15	0	0	1.3 C		3	2.0	0.5	2.0	1.2	3.0	8.7	0	2	0	0	0
C16	0	0	1.1 C		4	1.0	2.5	0.4	2.4	3.0	9.3	0	1	1	0	0
C17						2.0	2.5	3.2	1.2	4.0	12.9	1	1	0	0	0
C18	27400	58	1.2 C		3	2.0	0.5	0.4	1.2	2.0	6.1	1	1	0	0	0
C19	0	0	1.5 C		3	1.0	2.5	2.0	1.2	4.0	10.7	0	1	0	0	0
C20	2450	37	0.4 C		3	4.0	0.5	3.2	1.2	1.0	9.9	3	1	0	0	0
C21	11400	33	1.2 C		3	1.0	1.5	3.6	0.0	3.0	9.1	0	1	0	0	0
C22	1350	0	1.6 C		3	0.0	2.5	0.0	0.0	3.0	5.5	0	0	0	0	0
C23	13100	40	1.6 C		3	3.0	2.5	2.0	1.2	3.0	11.7	0	3	0	3	0
C24	0	0	1.3 C		3	2.0	1.0	2.4	1.2	3.0	9.6	1	1	0	0	0
C26	0	0	1.0 C		3	1.0	1.0	0.0	0.0	3.0	5.0	0	1	0	0	0
C28	7500	45	1.1 C		3	4.0	1.0	2.0	1.2	2.0	10.2	2	2	0	0	0
C30	0	0	0.5 C		3	2.0	0.0	2.0	0.0	3.0	7.0	1	1	0	0	0
C32	27400	58	1.1 C		3	2.0	1.5	2.4	1.2	4.0	11.1	1	1	0	0	0
C34	0	29	0.2 C		3	1.0	1.0	2.4	0.0	3.0	7.4	0	1	0	0	0
C36	19400	61	2.0 C		3	2.0	2.0	2.4	1.2	3.0	10.6	0	2	0	1	0



Label	AADT	EstWidth	Length	PageNarr	PageNumb_1	DensityWt	ODWt	NetworkWt	SafetyWt	SocioWt				Metra	Pace	College
C38	19400	61	1.8 C		3	3.0	1.0	0.4	2.4	4.0	10.8	1	2	0	0	0
C40	27400	58	1.0 C		3	1.0	1.5	2.8	1.2	4.0	10.5	0	1	0	0	0
C42	7000	21	0.8 C		4	1.0	2.0	0.4	0.0	3.0	6.4	0	1	0	1	1
C44	0	0	1.3 C		4	1.0	3.0	4.0	0.0	3.0	11.0	0	1	0	2	1
D01	0	0	0.8 D		4	2.0	4.0	2.0	2.4	1.0	11.4	1	1	1	1	0
D02	0	0	1.0 D		4	1.0	4.0	4.4	2.4	3.0	14.8	0	1	1	1	0
D03	0	0	1.6 D	4 multiple bike		3.0	0.0	2.0	2.4	3.0	10.4	1	2	0	0	0
D04	0	0	0.9 D		4	2.0	3.0	2.0	0.0	4.0	11.0	0	2	0	0	0
D05	30000	0	1.5 D		4	3.0	2.0	2.0	1.2	3.0	11.2	1	2	0	0	0
D06	0	0	1.5 D		4	2.0	0.5	0.4	0.0	3.0	5.9	0	2	0	1	0
D07	4200	0	0.6 D		4	1.0	4.0	2.4	1.2	2.0	10.6	1	0	1	1	0
D08	7000	21	1.3 D		4	0.0	2.5	2.0	1.2	3.0	8.7	0	0	1	0	0
D09	3500	0	1.8 D		4	4.0	1.5	4.0	1.2	4.0	14.7	3	1	0	0	0
D10	0	0	1.3 D		4	3.0	3.0	2.0	4.8	2.0	14.8	1	2	1	1	0
D11	0	0	0.3 D		4	2.0	0.0	2.0	0.0	3.0	7.0	2	0	0	0	0
D12	0	0	0.9 D		4	4.0	2.0	2.0	1.2	3.0	12.2	2	2	0	0	0
D13	11000	0	0.8 D		4	3.0	2.0	2.4	1.2	3.0	11.6	1	2	0	0	0
D14	0	0	1.6 D		4	3.0	3.5	0.4	1.2	4.0	12.1	1	2	1	1	0
D15	27000	55	1.0 D		4	4.0	3.0	0.4	3.6	5.0	16.0	2	2	1	2	0
D16	0	0	D		4	3.0	0.5	0.4	1.2	4.0	9.1	2	1	0	1	0
D17	7100	31	0.9 D		4	1.0	1.5	0.0	1.2	3.0	6.7	0	1	0	0	0
D18	0	34	0.7 D		4	2.0	1.5	2.0	0.0	3.0	8.5	2	0	0	0	0
D19	30000	0	1.1 D		4	3.0	3.5	0.4	3.6	3.0	13.5	2	1	0	1	0
D20	0	0	1.0 D		4	3.0	1.5	0.4	1.2	5.0	11.1	2	1	0	2	0
D21		0	D		4	4.0	4.0	2.4	1.2	5.0	16.6	3	1	0	0	0
D22	0	0	1.0 D		4	3.0	2.0	0.4	0.0	5.0	10.4	2	1	0	1	0
D23	27000	55	0.8 D		4	4.0	4.0	0.4	0.0	6.0	14.4	3	1	1	2	0
D24	0	30	0.4 D		4	1.0	1.0	4.0	0.0	3.0	9.0	1	0	0	0	0
D25	11000	0	0.5 D		4	4.0	1.5	1.6	2.4	6.0	15.5	2	2	0	1	0
D26	0	27	1.0 D		4	4.0	3.5	0.0	1.2	3.0	11.7	3	1	0	1	0
D27	7100	31	1.1 D		4	1.0	1.0	4.0	2.4	3.0	11.4	0	1	0	0	0
D28	0	0	0.5 D		4	4.0	4.5	0.0	3.6	3.0	15.1	3	1	0	1	0
D29	27000	55	1.0 D		4	5.0	1.0	0.0	2.4	5.0	13.4	3	2	0	1	0
D30	5650	53	0.5 D		4	3.0	5.0	0.0	0.0	5.0	13.0	2	1	1	2	0
D31	0	0	1.0 D		4	2.0	0.0	0.0	0.0	5.0	7.0	0	2	0	0	0
D32	0	0	0.6 D		4	1.0	1.5	0.0	1.2	6.0	9.7	1	0	0	0	0
D34	0	0	0.6 D		4	3.0	2.5	0.0	1.2	6.0	12.7	2	1	0	1	0
D36	0	0	0.8 D		4	3.0	1.0	0.0	0.0	3.0	7.0	2	1	0	1	0
D38	0	0	1.9 D		4	3.0	1.0	2.0	0.0	4.0	10.0	2	1	0	1	0
D40	0	0	D		4	5.0	4.5	0.4	3.6	6.0	19.5	3	2	0	1	0
D42	0	0	0.8 D		4	4.0	0.5	1.6	1.2	6.0	13.3	3	1	0	0	0
D44	7800	0	0.9 D		4	0.0	1.5	2.0	0.0	3.0	6.5	0	0	0	1	0
D46	0	0	1.0 D		4	3.0	1.0	0.0	0.0	5.0	9.0	3	0	0	2	0
D48	0	0	1.0 D		4	3.0	0.5	2.0	0.0	5.0	10.5	2	1	0	1	0
D50	1850	0	1.4 D		4	2.0	0.5	2.0	0.0	5.0	9.5	1	1	0	1	0
D52	0	0	0.3 D		4	3.0	1.5	2.0	0.0	4.0	10.5	2	1	0	1	0

Label	AADT	EstWidth	Length	PageNarr	PageNumb_1		DensityWt	ODWt	NetworkWt	SafetyWt	SocioWt				Metra	Pace	College	
D54	0	0	0.6 D		4		3.0	1.0	2.0	0.0	5.0	11.0		2	1	0	1	0
D56	0	0	1.7 D		4		2.0	1.0	0.0	0.0	5.0	8.0		1	1	0	1	0

Label	High School within 0.25 miles (1=yes, 0=no)	Middle School within 0.25 miles (1=yes, 0=no)	Elementary School within 0.125 miles (1=yes, 0=no)	Library within 0.25 miles (1=yes, 0=no)	Major Park/Forest Preserve within 0.25 miles (1=yes, 0=no)	Government Services within 0.125 miles (1=yes, 0=no)	Retail Center within 0.125 miles (1=yes, 0=no)	Hospital within 0.25 miles (1=yes,0=no)	Other major destination within 0.25 miles (1=yes,0=no)	Connections to Off- Street Trails	Connections to Side Paths, Cut-throughs, or Protected Bike Lane
	HiSchl	MidSchl	ElemSchl	Lib	MajPark	Govt	Retail	Hospital	MajDest	XnTrail	XnPath
A01	0	0	0	0	1	0	1	0	0	1	1
A02	0	0	1	0	1	1	1	0	0	1	0
A03	1	0	0	0	0	0	0	0	0	0	1
A04	1	0	0	0	0	0	1	0	0	0	1
A05	0	0	0	0	0	0	1	0	1	0	1
A06	0	0	0	0	1	0	1	0	0	1	1
A07	0	0	0	0	0	0	1	0	0	0	1
A08	0	1	1	0	0	0	1	0	0	0	0
A09	0	0	0	0	0	0	0	0	0	0	1
A10	0	0	0	0	0	0	1	0	0	0	1
A11	0	0	1	1	0	0	1	1	0	0	1
A12	1	0	0	1	0	1	1	0	0	0	1
A13	0	0	0	0	0	0	1	0	0	0	1
A14	0	0	0	0	0	0	0	0	1	1	1
A15	0	0	0	0	1	0	1	0	0	0	1
A16	0	0	1	0	0	0	0	0	0	0	1
A17	0	0	0	0	0	0	1	0	0	0	1
A18	0	0	0	0	0	0	0	1	0	0	1
A19	0	0	0	0	0	0	0	0	0	0	1
A20	0	0	1	0	0	0	0	0	0	0	1
A21	0	0	0	0	0	0	0	0	0	0	1
A22	0	0	0	1	0	0	1	0	0	0	1
A23	0	0	0	0	0	0	1	0	0	0	0
A24	0	0	0	0	0	0	0	0	0	0	1
A25	0	1	0	0	0	0	0	0	0	0	1
A26	0	1	0	0	0	0	1	0	0	0	1
A27	0	0	0	0	0	0	1	0	0	0	0
A28	0	0	1	0	1	0	1	0	0	0	1
A30	0	0	0	0	0	0	0	0	0	0	0
A32	0	0	0	0	0	0	0	0	1	0	1
A34	0	0	0	0	0	0	0	0	0	0	0
A36	0	0	1	0	0	0	1	0	0	0	1
B01	1	0	0	0	1	0	1	0	0	1	0
B02	0	0	0	0	1	0	0	0	0	1	0
B03	0	0	0	0	0	1	0	0	0	0	0
B04	0	0	0	0	1	0	1	0	0	1	0
B05	0	0	0	0	0	0	0	0	0	0	0
B06	0	0	1	0	1	0	1	0	0	1	0
B07	0	0	0	0	0	0	1	0	0	0	0
B08	0	0	0	0	1	1	1	0	0	1	0
B09	0	0	0	0	1	0	1	0	0	0	0
B10	0	0	0	0	0	0	1	0	0	0	0



Label	HiSchl	MidSchl	ElemSchl	Lib	MajPark	Govt	Retail	Hospital	MajDest	XnTrail	XnPath
B11	1	1	1	0	1	0	0	0	0	0	0
B12	0	0	0	0	1	1	1	1	0	1	1
B13	0	1	4	1	0	1	1	0	0	0	0
B14	1	1	1	0	1	0	1	0	0	0	0
B15	0	0	0	0	0	0	1	0	0	0	0
B16	1	1	1	0	1	1	0	0	0	1	0
B17	0	0	0	0	0	0	1	0	0	0	0
B18	0	0	0	0	0	0	1	0	0	0	0
B19	0	0	0	0	0	0	1	0	0	0	0
B20	0	0	0	0	0	0	1	0	0	0	0
B21	0	1	1	0	0	0	1	0	0	0	0
B22	0	0	1	0	1	0	0	0	0	0	0
B23	0	0	0	0	0	0	0	0	0	0	0
B24	0	0	0	0	0	0	0	0	0	0	0
B25	0	0	0	0	0	0	1	0	0	0	0
B27	0	0	0	0	0	0	0	0	0	0	0
C01	0	0	0	0	0	0	1	0	0	1	1
C02	0	0	0	0	0	0	1	0	0	0	1
C03	0	0	0	0	0	0	0	0	0	0	1
C04	0	0	0	0	0	0	1	0	0	0	1
C05	0	0	0	0	0	0	0	0	0	0	1
C06	1	0	0	0	0	1	1	0	0	0	1
C07	0	0	0	0	1	0	1	0	0	1	0
C08	1	0	0	0	0	1	1	0	0	1	0
C09	1	1	0	0	0	1	1	0	0	0	1
C10	0	0	0	0	0	0	1	0	0	0	0
C11	0	0	0	0	0	1	1	0	0	0	1
C12	1	0	1	1	0	1	1	0	0	0	0
C13	0	0	0	0	1	0	1	0	0	1	1
C14	0	1	0	0	1	0	1	0	0	0	1
C15	0	0	0	0	0	0	1	0	0	0	1
C16	0	0	0	0	0	1	1	0	0	0	0
C17	0	1	0	0	1	0	1	0	0	1	0
C18	0	0	0	0	0	0	1	0	0	0	0
C19	0	1	0	0	1	0	1	0	0	1	0
C20	0	0	0	0	0	0	1	0	0	1	0
C21	1	0	0	0	0	0	0	0	0	1	1
C22	1	0	0	0	1	0	0	0	0	0	0
C23	0	0	0	0	0	1	1	0	0	0	0
C24	0	0	0	0	1	0	0	0	0	1	0
C26	0	0	0	0	1	0	0	0	0	0	0
C28	0	0	1	0	0	0	1	0	0	1	0
C30	0	0	0	0	0	0	0	0	0	1	0
C32	0	0	0	0	1	0	1	0	0	1	0
C34	0	0	0	0	1	0	0	0	0	1	0
C36	0	0	0	0	1	0	1	0	0	1	0

Label	HiSchl	MidSchl	ElemSchl	Lib	MajPark	Govt	Retail	Hospital	MajDest	XnTrail	XnPath
C38	0	0	0	0	0	1	1	0	0	0	0
C40	0	0	0	0	1	0	1	0	0	1	0
C42	0	0	0	0	0	0	0	0	0	0	0
C44	0	0	0	0	0	0	1	0	0	1	0
D01	0	1	1	0	0	0	1	0	0	1	0
D02	0	0	0	0	1	1	1	0	0	1	0
D03	0	0	0	0	0	0	0	0	0	0	0
D04	0	1	0	1	0	1	0	0	0	1	0
D05	1	0	0	0	0	0	1	0	0	0	0
D06	0	0	0	0	0	0	0	0	0	0	0
D07	0	0	1	0	1	0	1	0	0	1	0
D08	0	0	0	0	1	0	0	0	0	0	0
D09	0	0	1	0	1	0	0	0	0	1	0
D10	0	0	1	0	0	0	1	0	0	1	0
D11	0	0	0	0	0	0	0	0	0	1	0
D12	0	0	1	0	1	0	1	0	0	1	0
D13	0	0	1	0	1	0	1	0	0	1	0
D14	0	0	1	0	0	1	1	0	0	0	0
D15	0	0	0	0	0	0	1	0	0	0	0
D16	0	0	0	0	0	0	0	0	0	0	0
D17	0	0	1	0	1	0	0	0	0	0	0
D18	0	0	1	0	1	0	0	0	0	1	0
D19	1	1	0	0	0	0	1	0	0	0	0
D20	0	0	0	0	0	0	1	0	0	0	0
D21	1	1	0	1	0	0	0	0	0	0	0
D22	1	0	0	0	0	0	0	0	0	0	0
D23	0	0	1	0	0	1	1	0	0	0	0
D24	0	0	0	0	1	0	0	0	0	1	1
D25	0	0	0	0	0	1	1	0	0	0	1
D26	1	0	1	0	1	0	0	0	0	0	0
D27	0	0	0	0	1	0	0	0	0	1	0
D28	1	1	0	1	0	0	0	0	0	0	0
D29	0	0	0	0	0	0	1	0	0	0	0
D30	1	0	0	0	0	1	1	0	0	0	0
D31	0	0	0	0	0	0	0	0	0	0	0
D32	0	0	1	0	1	0	0	0	0	0	0
D34	0	0	1	1	0	0	0	0	0	0	0
D36	0	0	1	0	0	0	0	0	0	0	0
D38	0	0	0	0	0	0	1	0	0	1	0
D40	1	0	0	1	0	1	1	0	0	0	0
D42	0	0	1	0	0	0	0	0	0	0	1
D44	0	0	0	0	1	0	0	0	0	1	0
D46	0	0	0	0	0	0	0	0	0	0	0
D48	0	0	0	0	0	0	0	0	0	1	0
D50	0	0	0	0	0	0	0	0	0	1	0
D52	0	0	0	0	0	1	1	0	0	1	0

Label	HiSchl	MidSchl	ElemSchl	Lib	MajPark	Govt	Retail	Hospital	MajDest	XnTrail	XnPath
D54	0	0	0	0	0	0	1	0	0	1	0
D56	0	0	0	0	0	0	1	0	0	0	0



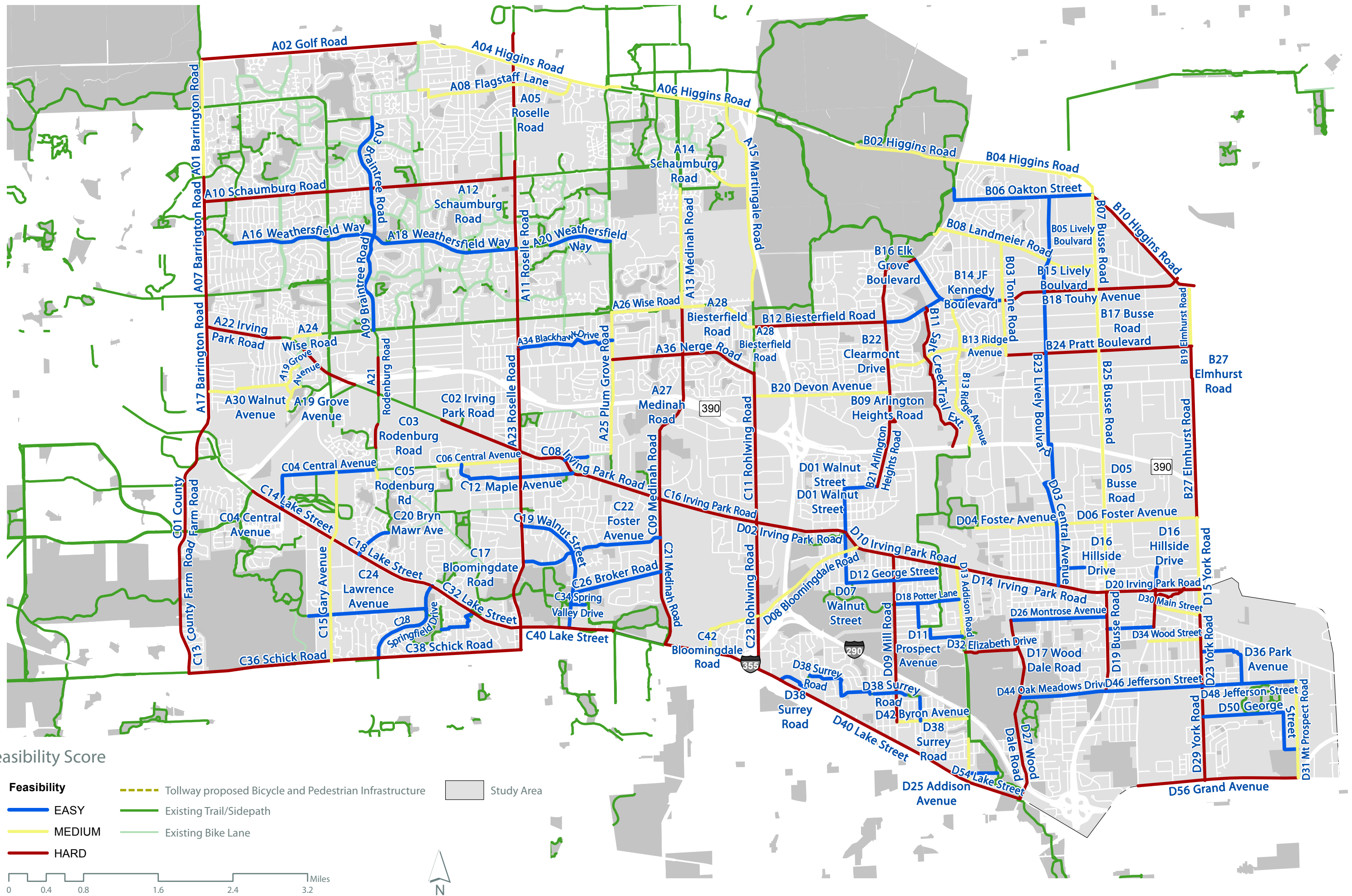
Label	Connections to On- Street Bikeways	Crosses Major Barrier	Crosses Major Roadway	Bike Crash History (0-5)	Low income (0-3)	Zero car Households (0-3)	Length_FT		TechScore	Feasibility	Fsbilty_Prty	
	XnOnStreet	Xmaj	Xrdy							Feasibility	Combo	Score
A01	0	0	0	4	1	2	6558		HIGH	MEDIUM	HIGH	3
A02	1	0	1	4	2	2	12242		HIGH	HARD	MID	2
A03	1	0	1	1	3	2			HIGH	EASY	HIGH	4
A04	0	0	2	2	3	2	11865		HIGH	MEDIUM	HIGH	3
A05	0	0	2	0	3	2	4101		MEDIUM	HARD	LOW	1
A06	0	1	1	5	2	0	5979		HIGH	MEDIUM	HIGH	3
A07	0	0	0	3	2	2	6693		HIGH	HARD	MID	2
A08	1	0	1	1	3	2	9698		HIGH	MEDIUM	HIGH	3
A09	1	0	0	1	3	2			HIGH	EASY	HIGH	4
A10	1	0	0	2	3	1	6951		HIGH	HARD	MID	2
A11	1	0	0	4	2	3	10600		HIGH	HARD	MID	2
A12	1	0	0	5	3	3	10656		HIGH	HARD	MID	2
A13	0	0	0	1	2	1	6686		LOW	MEDIUM	LOW	1
A14	0	0	0	0	1	0	2249		MEDIUM	MEDIUM	MID	2
A15	0	0	0	1	2	0	11561		MEDIUM	MEDIUM	MID	2
A16	1	0	1	1	3	1			HIGH	EASY	HIGH	4
A17	0	0	1	2	3	3	7751		HIGH	HARD	MID	2
A18	1	0	0	2	3	2			HIGH	EASY	HIGH	4
A19	1	0	0	0	1	2	3732		LOW	MEDIUM	LOW	1
A20	1	0	0	1	2	0			LOW	EASY	MID	2
A21	0	1	0	0	1	0	2107		LOW	HARD	LOW	0
A22	0	0	0	1	3	2	4183		HIGH	HARD	MID	2
A23	0	1	0	3	1	1	5769		MEDIUM	HARD	LOW	1
A24	1	0	0	0	2	2	1669		MEDIUM	MEDIUM	MID	2
A25	1	1	0	1	1	2	7992		HIGH	MEDIUM	HIGH	3
A26	0	0	0	0	2	0	3999		LOW	MEDIUM	LOW	1
A27	0	1	0	1	2	1	6750		LOW	HARD	LOW	0
A28	0	0	0	1	2	3	3389		MEDIUM	MEDIUM	MID	2
A30	0	0	0	0	3	3	4513		LOW	MEDIUM	LOW	1
A32	1	1	1	0	1	2	3552		HIGH	HARD	MID	2
A34	0	0	0	0	1	0	5754		LOW	EASY	MID	2
A36	0	0	1	2	1	3	8328		HIGH	HARD	MID	2
B01	0	0	0	5	2	2	4707		HIGH	HARD	MID	2
B02	0	0	1	1	2	0	6028		LOW	MEDIUM	LOW	1
B03	0	0	0	1	2	1	6331		LOW	MEDIUM	LOW	1
B04	0	0	1	1	3	2	8386		HIGH	MEDIUM	HIGH	3
B05	0	0	0	1	2	2	5422		LOW	EASY	MID	2
B06	0	0	1	2	3	2	8476		HIGH	EASY	HIGH	4
B07	0	0	0	2	3	2	5352		MEDIUM	MEDIUM	MID	2
B08	0	0	0	2	3	2	9661		HIGH	MEDIUM	HIGH	3
B09	0	0	1	5	2	2	3981		HIGH	HARD	MID	2
B10	0	0	1	2	3	0	7839		MEDIUM	HARD	LOW	1

Label	XnOnStreet	Xmaj	Xrdy							Feasibility	Combo	Score
B11	0	0	1	1	2	1	5873	MEDIUM	HARD	LOW		1
B12	0	1	1	5	2	3	7423	HIGH	HARD	MID		2
B13	0	0	1	0	2	1	5097	MEDIUM	MEDIUM	MID		2
B14	0	0	0	4	2	1	3515	HIGH	EASY	HIGH		4
B15	0	0	0	0	2	1	3482	LOW	EASY	MID		2
B16	0	0	0	1	2	1	6309	HIGH	EASY	HIGH		4
B17	0	0	0	1	3	1	3471	LOW	MEDIUM	LOW		1
B18	0	0	1	1	3	1	10193	LOW	HARD	LOW		0
B19	0	0	0	0	3	0	3235	LOW	MEDIUM	LOW		1
B20	0	1	0	1	2	3	7728	HIGH	MEDIUM	HIGH		3
B21	0	1	0	1	2	0	5836	HIGH	HARD	MID		2
B22	0	0	0	1	2	1	6969	MEDIUM	MEDIUM	MID		2
B23	0	0	0	0	2	1	5261	LOW	EASY	MID		2
B24	0	0	1	0	3	1	10515	LOW	HARD	LOW		0
B25	0	1	1	1	3	1	5854	MEDIUM	MEDIUM	MID		2
B27	0	1	0	1	3	0	9622	LOW	HARD	LOW		0
C01	0	1	1	1	1	1	5979	HIGH	HARD	MID		2
C02	0	0	0	1	1	0	4772	LOW	HARD	LOW		0
C03	0	1	0	0	1	1	1342	LOW	HARD	LOW		0
C04	0	0	1	0	2	1	7221	LOW	EASY	MID		2
C05	1	0	1	0	2	0	517	LOW	MEDIUM	LOW		1
C06	0	0	0	1	2	1	4706	MEDIUM	MEDIUM	MID		2
C07	1	1	0	1	1	1	10096	MEDIUM	HARD	LOW		1
C08	0	1	2	2	2	1	8643	HIGH	HARD	MID		2
C09	0	1	1	1	2	1	6798	HIGH	HARD	MID		2
C10	1	0	0	1	1	1	1351	MEDIUM	EASY	HIGH		3
C11	0	1	1	0	2	1	8440	MEDIUM	HARD	LOW		1
C12	1	0	1	0	1	1	6966	MEDIUM	EASY	HIGH		3
C13	0	0	1	1	1	1	8166	MEDIUM	HARD	LOW		1
C14	0	0	0	0	2	1	5279	MEDIUM	HARD	LOW		1
C15	0	0	1	1	2	1	6968	LOW	MEDIUM	LOW		1
C16	0	0	1	2	2	1	5628	LOW	HARD	LOW		0
C17	1	0	0	1	2	2		HIGH	HARD	MID		2
C18	0	0	1	1	1	1	6268	LOW	HARD	LOW		0
C19	0	0	0	1	2	2	7755	MEDIUM	EASY	HIGH		3
C20	1	0	0	1	1	0	2155	MEDIUM	EASY	HIGH		3
C21	0	0	0	0	2	1	6156	LOW	HARD	LOW		0
C22	0	0	0	0	2	1	8190	LOW	EASY	MID		2
C23	0	1	0	1	2	1	8279	MEDIUM	HARD	LOW		1
C24	0	0	1	1	2	1	6674	MEDIUM	EASY	HIGH		3
C26	0	0	0	0	2	1	5112	LOW	EASY	MID		2
C28	0	0	0	1	1	1	5910	MEDIUM	EASY	HIGH		3
C30	0	0	0	0	1	2	2767	LOW	EASY	MID		2
C32	0	0	1	1	2	2	5651	MEDIUM	HARD	LOW		1
C34	0	0	1	0	2	1	842	LOW	EASY	MID		2
C36	0	0	1	1	2	1	10767	MEDIUM	HARD	LOW		1

Label	XnOnStreet	Xmaj	Xrdy							Feasibility	Combo	Score
C38	0	0	1	2	2	2	9340	MEDIUM	HARD	LOW	1	
C40	0	0	2	1	2	2	5252	MEDIUM	HARD	LOW	1	
C42	0	0	1	0	2	1	4371	LOW	MEDIUM	LOW	1	
C44	0	1	0	0	2	1	6919	MEDIUM	HARD	LOW	1	
D01	0	0	0	2	1	0	4294	MEDIUM	EASY	HIGH	3	
D02	0	1	1	2	2	1	5102	HIGH	HARD	MID	2	
D03	0	1	0	2	2	1	8628	MEDIUM	EASY	HIGH	3	
D04	0	0	0	0	3	1	4644	MEDIUM	MEDIUM	MID	2	
D05	0	1	0	1	2	1	7758	MEDIUM	MEDIUM	MID	2	
D06	0	0	1	0	2	1	7997	LOW	MEDIUM	LOW	1	
D07	0	0	1	1	2	0	3151	MEDIUM	EASY	HIGH	3	
D08	0	1	0	1	2	1	6947	LOW	MEDIUM	LOW	1	
D09	0	1	0	1	3	1	9391	HIGH	HARD	MID	2	
D10	0	0	0	4	2	0	6765	HIGH	HARD	MID	2	
D11	0	0	0	0	3	0	1363	LOW	EASY	MID	2	
D12	0	0	0	1	3	0	4787	HIGH	EASY	HIGH	4	
D13	0	0	1	1	2	1	4036	MEDIUM	MEDIUM	MID	2	
D14	0	0	1	1	3	1	8653	MEDIUM	HARD	LOW	1	
D15	0	0	1	3	3	2	5507	HIGH	MEDIUM	HIGH	3	
D16	0	0	1	1	3	1	8653	LOW	EASY	MID	2	
D17	0	0	0	1	2	1	4528	LOW	HARD	LOW	0	
D18	0	0	0	0	3	0	3664	LOW	EASY	MID	2	
D19	0	0	1	3	2	1	5633	HIGH	HARD	MID	2	
D20	0	0	1	1	3	2	5320	MEDIUM	HARD	LOW	1	
D21	0	1	1	1	3	2	4793	HIGH	HARD	MID	2	
D22	0	0	1	0	3	2	5320	MEDIUM	HARD	LOW	1	
D23	0	0	1	0	3	3	4004	HIGH	HARD	MID	2	
D24	0	0	1	0	2	1	2283	LOW	EASY	MID	2	
D25	0	0	0	2	3	3	2451	HIGH	MEDIUM	HIGH	3	
D26	0	0	0	1	2	1	5394	MEDIUM	EASY	HIGH	3	
D27	0	1	0	2	2	1	5899	MEDIUM	HARD	LOW	1	
D28	0	0	0	3	2	1	2653	HIGH	EASY	HIGH	4	
D29	0	0	0	2	3	2	5339	HIGH	HARD	MID	2	
D30	0	0	0	0	3	2	2546	HIGH	MEDIUM	HIGH	3	
D31	0	0	0	0	3	2	5472	LOW	MEDIUM	LOW	1	
D32	0	0	0	1	3	3	3033	MEDIUM	HARD	LOW	1	
D34	0	0	0	1	3	3	3002	HIGH	MEDIUM	HIGH	3	
D36	0	0	0	0	2	1	4006	LOW	EASY	MID	2	
D38	0	0	0	0	3	1	9933	MEDIUM	EASY	HIGH	3	
D40	0	0	1	3	3	3		HIGH	HARD	MID	2	
D42	0	0	0	1	3	3	3988	HIGH	MEDIUM	HIGH	3	
D44	0	0	0	0	2	1	4905	LOW	EASY	MID	2	
D46	0	0	0	0	3	2	5438	LOW	EASY	MID	2	
D48	0	0	0	0	3	2	5316	MEDIUM	EASY	HIGH	3	
D50	0	0	0	0	3	2	7348	LOW	EASY	MID	2	
D52	0	0	0	0	3	1	1638	MEDIUM	EASY	HIGH	3	



Label	XnOnStreet	Xmaj	Xrdy						Feasibility	Combo	Score
D54	0	0	0	0	3	2	3022	MEDIUM	HARD	LOW	1
D56	0	0	0	0	3	2	9073	LOW	HARD	LOW	0



### Feasibility Analysis Flow Chart

Roadway: Barrington Rd

Limits: Holmes Way to Golf Rd

Description: Proposed side path, probably on west side. Much of the west side is already built through forest preserve.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
												Yes -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
															IDOT Involvement	HARD
												Yes -->	HARD			
												No -->	MEDIUM			
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY	
	15,000 < ADT < 20,000	MEDIUM														
	ADT > 20,000	HARD														
	Local and/or County Jurisdiction	ADT < 15,000	MEDIUM													
		15,000 < ADT < 20,000	HARD													
		ADT > 20,000	HARD													
	IDOT Involvement	HARD														
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM												
				Yes -->	HARD											
	Yes -->	HARD														
Yes -->	HARD															
Yes -->	HARD															

## Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Golf Rd  
Limits: Barrington Rd to Salem Dr

Description: Proposed sidepath, could be on either side. Will likely require some ROW where less parkway space is available due to right turn lanes near signalized intersections.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																																							
														Yes -->	Local and/or County Jurisdiction																																								
															IDOT Involvement	MEDIUM																																							
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																							
															IDOT Involvement	MEDIUM																																							
														Yes -->	Local and/or County Jurisdiction	MEDIUM																																							
															IDOT Involvement	HARD																																							
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																										
												No -->	MEDIUM																																										
						Yes -->	HARD	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																											
										15,000 < ADT < 20,000		MEDIUM																																											
										ADT > 20,000		HARD																																											
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																											
										15,000 < ADT < 20,000		HARD																																											
										ADT > 20,000		HARD																																											
									IDOT Involvement	HARD																																													
					No -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	MEDIUM																																															
								Yes -->		HARD																																													
			Yes -->	HARD																																																			
	Yes -->	HARD																																																					

Analysis Results

ROW Required	HARD
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Feasibility Analysis Flow Chart

Roadway: Braintree Dr  
Limits: Weathersfield Way to Bode Rd

Description: Convert existing bike lanes to buffered bike lanes by narrowing travel lanes on residential collector street.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
												Yes -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												Yes -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												Yes -->	Local and/or County Jurisdiction	MEDIUM			
													IDOT Involvement	HARD			
												Yes -->	HARD				
												No -->	MEDIUM				
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY		
														15,000 < ADT < 20,000	MEDIUM		
														ADT > 20,000	HARD		
														Local and/or County Jurisdiction	ADT < 15,000	MEDIUM	
															15,000 < ADT < 20,000	HARD	
															ADT > 20,000	HARD	
												IDOT Involvement	HARD				
												Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM		
		Yes -->	HARD														
	Yes -->	HARD															
	Yes -->	HARD															
	Yes -->	HARD															

Analysis Results

No impacts	EASY
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### Feasibility Analysis Flow Chart

Roadway: Higgins Rd/Golf Rd

Limits: Golf Rd/Salem Dr to Higgins east of Plum Grove Rd

Description: Replace existing sidewalk on north side of street with proposed sidepath. Section from Apple St to Basswood St already complete. Could possibly be completed without ROW acquisition. Tight spots are on Golf Rd from Salem to Higgins.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
												Yes -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	
															IDOT Involvement	MEDIUM	
														Yes -->	Local and/or County Jurisdiction	MEDIUM	
												Yes -->	IDOT Involvement	HARD			
													Yes -->	HARD			
												No -->	MEDIUM				
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY		
														15,000 < ADT < 20,000	MEDIUM		
														ADT > 20,000	HARD		
														Local and/or County Jurisdiction	ADT < 15,000	MEDIUM	
															15,000 < ADT < 20,000	HARD	
															ADT > 20,000	HARD	
	IDOT Involvement	HARD															
Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM														
		Yes -->	HARD														
Yes -->	HARD																
Yes -->	HARD																
Yes -->	HARD																

## Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Roselle Rd  
Limits: Bradley Ln to Golf Rd

Description: Replace existing sidewalk on east side of street with proposed sidepath. Will likely require some ROW acquisition between Higgins and Golf.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																																										
														Yes -->	Local and/or County Jurisdiction																																											
															IDOT Involvement	MEDIUM																																										
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																										
															IDOT Involvement	MEDIUM																																										
														Yes -->	Local and/or County Jurisdiction	MEDIUM																																										
															IDOT Involvement	HARD																																										
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																													
												No -->	MEDIUM																																													
						Yes -->	HARD	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																														
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										ADT > 20,000		HARD																																														
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																														
										15,000 < ADT < 20,000		HARD																																														
										ADT > 20,000		HARD																																														
									IDOT Involvement	HARD																																																
					No -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	MEDIUM																																																		
								HARD																																																		
					Yes -->	HARD																																																				
			Yes -->	HARD																																																						
	Yes -->	HARD																																																								

| Yes --> | HARD |  | | | | | | | | | | | | | | |

Analysis Results

ROW Required	HARD
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Feasibility Analysis Flow Chart

Roadway: Higgins Rd  
Limits: National Pkwy to east of I-290

Description: Proposed sidepath, could be on either side of the street. Should be easily completed without ROW acquisition.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																			
														Yes -->	Local and/or County Jurisdiction	EASY																		
															IDOT Involvement	MEDIUM																		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																		
															IDOT Involvement	MEDIUM																		
														Yes -->	Local and/or County Jurisdiction	MEDIUM																		
															IDOT Involvement	MEDIUM																		
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																					
												No -->	MEDIUM																					
								Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY																							
										15,000 < ADT < 20,000	MEDIUM																							
											HARD																							
									Local and/or County Jurisdiction	ADT < 15,000	MEDIUM																							
										15,000 < ADT < 20,000	HARD																							
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										ADT > 20,000		HARD																						
									IDOT Involvement		HARD																							
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																										
								HARD																										
					Yes -->	HARD																												
	Yes -->	HARD																																

| Yes --> | HARD |  |

Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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### Feasibility Analysis Flow Chart

Roadway: Barrington Rd

Limits: Tower Dr to Holmes Way

Description: Proposed sidepath, could be on either side, but preferably east side to reduce driveway conflicts and to connect to existing facilities. Will likely need ROW acquisition south of Weathersfield Way.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
												Yes -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
															IDOT Involvement	HARD
												Yes -->	HARD			
												No -->	MEDIUM			
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD	
														No -->	MEDIUM	
														Local Jurisdiction Only	ADT < 15,000	EASY
															15,000 < ADT < 20,000	MEDIUM
															ADT > 20,000	HARD
	Local and/or County Jurisdiction	ADT < 15,000	MEDIUM													
15,000 < ADT < 20,000		HARD														
ADT > 20,000		HARD														
IDOT Involvement	HARD															
Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM													
			Yes -->	HARD												
Yes -->	HARD															
Yes -->	HARD															
Yes -->	HARD															

## Analysis Results

ROW Required	HARD
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Feasibility Analysis Flow Chart

Roadway:Flagstaff Ln

Limits:Bode Rd & E. Bode Circle to Flagstaff Ln & Higgins Rd

Description:Proposed neighborhood greenway. Either new crosswalk is needed across Roselle Road (speed limit 40 MPH, ADT 29,700), or users need to divert 300' north to existing signal at Bode Rd. If new crossing is installed, a refuge island would be needed at a minimum, which would require either shortening the length of northbound left turn lanes or removing one of two northbound left turn lanes.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
														Yes -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														No -->	Local and/or County Jurisdiction	EASY
										IDOT Involvement	MEDIUM					
										Yes -->	Local and/or County Jurisdiction	MEDIUM				
											IDOT Involvement	HARD				
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD			
									No -->		MEDIUM					
								Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY					
										15,000 < ADT < 20,000	MEDIUM					
										ADT > 20,000	HARD					
										Local and/or County Jurisdiction	ADT < 15,000	MEDIUM				
											15,000 < ADT < 20,000	HARD				
						ADT > 20,000	HARD									
						IDOT Involvement	HARD									
						Yes -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM						
	Yes -->	HARD														
	Yes -->			Yes -->	HARD											
	Yes -->			Yes -->	HARD											

Analysis Results

Analysis Results

If users divert north to Bode Rd on new sidepath -->	MEDIUM
If capacity is reduced for northbound left turners and refuge island is installed -->	HARD

Feasibility Analysis Flow Chart

Roadway: Braintree Dr  
Limits: Wise Rd to Weathersfield Way

Description: Convert existing bike lanes to buffered bike lanes by narrowing travel lanes on residential collector street.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY				
												Yes -->	Local and/or County Jurisdiction	EASY	IDOT Involvement	MEDIUM			
													No -->	Local and/or County Jurisdiction		EASY	IDOT Involvement	MEDIUM	
												Yes -->		Local and/or County Jurisdiction	MEDIUM	IDOT Involvement		HARD	
													Yes -->		Is Parking Well Utilized?		Yes -->	HARD	
														No -->		MEDIUM			
												Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY			
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														Local and/or County Jurisdiction	ADT < 15,000		MEDIUM		
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															ADT > 20,000		HARD		
												IDOT Involvement		HARD					
												Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?		No -->	MEDIUM			
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Analysis Results

No impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Schaumburg Rd  
Limits: Barrington Rd to Springsguth Rd

Description: Replace existing sidewalk on north side of street with proposed sidepath. Should be possible without ROW acquisition, but would require a lot of tree removal and light pole relocation.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																														
														Yes -->	Local and/or County Jurisdiction																															
															IDOT Involvement	MEDIUM																														
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																														
															IDOT Involvement	MEDIUM																														
														Yes -->	Local and/or County Jurisdiction	MEDIUM																														
															IDOT Involvement	HARD																														
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																	
												No -->	MEDIUM																																	
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																		
										15,000 < ADT < 20,000		MEDIUM																																		
										ADT > 20,000		HARD																																		
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																		
										15,000 < ADT < 20,000		HARD																																		
										ADT > 20,000		HARD																																		
									IDOT Involvement	HARD																																				
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																						
								HARD																																						
					Yes -->	HARD																																								
			Yes -->	HARD																																										
	Yes -->	HARD																																												

Analysis Results

Tree and pole removal	HARD
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Feasibility Analysis Flow Chart

Roadway: Roselle Rd  
Limits: Blackhawk Dr to Neri Dr

Description: Replace existing sidewalk on east side of street with proposed sidepath. Probably not possible without some ROW acquisition, but hard to tell. Would also require removal of many trees.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																								
														Yes -->	Local and/or County Jurisdiction																									
															IDOT Involvement	MEDIUM																								
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																								
															IDOT Involvement	MEDIUM																								
														Yes -->	Local and/or County Jurisdiction	MEDIUM																								
															IDOT Involvement	MEDIUM																								
															Yes -->		Yes -->	HARD																						
								No -->	MEDIUM																															
								Yes -->	Off-Street Facility -->			Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	Yes -->		Local Jurisdiction Only	ADT < 15,000		EASY																						
					15,000 < ADT < 20,000		MEDIUM																																	
					ADT > 20,000		HARD																																	
					Yes -->	Local and/or County Jurisdiction	ADT < 15,000						MEDIUM																											
							15,000 < ADT < 20,000						HARD																											
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							IDOT Involvement						HARD																											
					No -->	MEDIUM																																		
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																Yes -->	HARD																							

Analysis Results

ROW Required	HARD
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Feasibility Analysis Flow Chart

Roadway: Schaumburg Rd  
Limits: Springsguth Rd to Roselle Rd

Description: Replace existing sidewalk on north side of street with proposed sidepath. Should be possible without ROW acquisition, but would require a lot of tree removal and light pole relocation.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	Yes -->	Local and/or County Jurisdiction	EASY											
														IDOT Involvement	MEDIUM														
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	Yes -->	Local and/or County Jurisdiction	MEDIUM										
															IDOT Involvement	MEDIUM													
												Yes -->	Local and/or County Jurisdiction	MEDIUM															
													IDOT Involvement	HARD															
												Yes -->	Is Parking Well Utilized?			Yes -->	HARD												
																No -->	MEDIUM												
												Yes -->	HARD	Yes -->	HARD	Yes -->	HARD	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM	Yes -->	HARD							

Analysis Results

Tree and pole removal	HARD
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Feasibility Analysis Flow Chart

Roadway: Meacham Rd  
Limits: Biesterfield Rd to Old Schaumburg Rd

Description: Replace existing sidewalk on east side of street with proposed sidepath. Should be possible without ROW acquisition. Will require some tree and landscape removal, but not enough to list as "hard."

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY												
												Yes -->	Local and/or County Jurisdiction	EASY													
													IDOT Involvement	MEDIUM													
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY											
															IDOT Involvement	MEDIUM											
														Yes -->	Local and/or County Jurisdiction	MEDIUM											
															IDOT Involvement	HARD											
													Yes -->	HARD													
													No -->	MEDIUM													
												Yes -->	Yes -->	Yes -->	Yes -->	Yes -->	Yes -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM	Yes -->	HARD				

Feasibility Analysis Flow Chart

Roadway: Schaumburg Rd  
Limits: Lincoln Meadows Dr to Martingale Rd

Description: Replace existing sidewalk on north side of street with proposed sidepath. Should be possible without ROW acquisition or substantial roadside element removal.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY		
														Yes -->	Local and/or County Jurisdiction			
															IDOT Involvement	MEDIUM		
														Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
																	IDOT Involvement	MEDIUM
																Yes -->	Local and/or County Jurisdiction	MEDIUM
								IDOT Involvement	HARD									
								Yes -->	Is Parking Well Utilized?	Yes -->	HARD							
										No -->	MEDIUM							
						Local Jurisdiction Only	ADT < 15,000			EASY								
							15,000 < ADT < 20,000			MEDIUM								
							ADT > 20,000			HARD								
						Local and/or County Jurisdiction	ADT < 15,000	MEDIUM										
							15,000 < ADT < 20,000	HARD										
							ADT > 20,000	HARD										
	IDOT Involvement	HARD																
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM														
			Yes -->	HARD														

Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Martingale Rd

Limits: White Trail to Corporate Crossing Rd

Description: Proposed barrier separated bike lane with road diet. Existing road is four to five lanes. Some portions have a narrow corrugated median, some have raised landscaped median. ADT is 9,950 to 13,300. Local jurisdiction. Schaumburg Rd is under County jurisdiction, so coordination would be required. Transition to existing path south of Higgins Rd required.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																																					
														Yes -->	Local and/or County Jurisdiction	EASY																																				
															IDOT Involvement	MEDIUM																																				
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																				
															IDOT Involvement	MEDIUM																																				
														Yes -->	Local and/or County Jurisdiction	MEDIUM																																				
															IDOT Involvement	HARD																																				
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																							
												No -->	MEDIUM																																							
								Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY																																									
										15,000 < ADT < 20,000	MEDIUM																																									
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									Local and/or County Jurisdiction	ADT < 15,000	MEDIUM																																									
										15,000 < ADT < 20,000	HARD																																									
											HARD																																									
										ADT > 20,000		HARD																																								
									IDOT Involvement		HARD																																									
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																											
								Yes -->	HARD																																											
			Yes -->	HARD																																																
	Yes -->	HARD																																																		

| Yes --> | HARD |  |  |  | Yes --> | HARD |  |  |  |  |  |  |  |  |  |
| Yes --> | HARD |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Analysis Results

Road diet with low ADT and local/county jurisdiction	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Weathersfield Way  
Limits: Knollwood Dr to Braintree Dr

Description: Convert existing bike lanes to buffered bike lanes by narrowing travel lanes on residential collector street.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
														Yes -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
								IDOT Involvement	HARD							
								Yes -->		HARD						
								No -->		MEDIUM						
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY				
										15,000 < ADT < 20,000		MEDIUM				
										ADT > 20,000		HARD				
						Local and/or County Jurisdiction	ADT < 15,000			MEDIUM						
							15,000 < ADT < 20,000			HARD						
							ADT > 20,000			HARD						
						IDOT Involvement		HARD								
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM							
								Yes -->	HARD							
	Yes -->		HARD													
	Yes -->		HARD													
	Yes -->		HARD													

Analysis Results

No impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Barrington Rd  
Limits: Lake St to Tower Dr

Description: Proposed sidepath, could be on either side. Will likely need ROW acquisition on either NW corner or SE corner of Irving Park Road. New crosswalk also needed across Lake St at existing signalized intersection.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																													
														Yes -->	Local and/or County Jurisdiction																														
															IDOT Involvement	MEDIUM																													
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																													
															IDOT Involvement	MEDIUM																													
														Yes -->	Local and/or County Jurisdiction	MEDIUM																													
															IDOT Involvement	HARD																													
										Yes -->		Is Parking Well Utilized?		Yes -->	HARD																														
														No -->	MEDIUM																														
						Yes -->	HARD	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																	
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										ADT > 20,000		HARD																																	
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																	
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										ADT > 20,000		HARD																																	
									IDOT Involvement	HARD																																			
					No -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->		MEDIUM																																			
								Yes -->		HARD																																			
			Yes -->	HARD																																									
	Yes -->	HARD																																											

Analysis Results

ROW Required	HARD
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Feasibility Analysis Flow Chart

Roadway: Weathersfield Way  
Limits: Braintree Dr to Roselle Rd

Description: Convert existing bike lanes to buffered bike lanes by narrowing travel lanes on residential collector street.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY
												Yes -->	Local and/or County Jurisdiction	EASY	
													IDOT Involvement	MEDIUM	
												No -->	Local and/or County Jurisdiction	EASY	
													IDOT Involvement	MEDIUM	
												Yes -->	Local and/or County Jurisdiction	MEDIUM	
								IDOT Involvement	HARD						
								Yes -->		HARD					
								No -->		MEDIUM					
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY			
										15,000 < ADT < 20,000		MEDIUM			
										ADT > 20,000		HARD			
						Local and/or County Jurisdiction	ADT < 15,000			MEDIUM					
							15,000 < ADT < 20,000			HARD					
							ADT > 20,000			HARD					
						IDOT Involvement		HARD							
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM						
								Yes -->	HARD						
	Yes -->		HARD												
	Yes -->		HARD												
	Yes -->		HARD												

Analysis Results

No impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Grove Avenue / Orchard Ave / Savannah Ln / Mercury Dr  
Limits: Gary Ct to Irving Park Rd

Description: Proposed bike lanes on 32' wide residential streets. Parking is permitted, but not used much. Bike lane would require parking removal. Could consider combined parking/bike lane or shoulder bike lane as alternate.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																																					
														Yes -->	Local and/or County Jurisdiction	EASY																																				
															IDOT Involvement	MEDIUM																																				
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																				
															IDOT Involvement	MEDIUM																																				
														Yes -->	Local and/or County Jurisdiction	MEDIUM																																				
															IDOT Involvement	HARD																																				
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																							
												No -->	MEDIUM																																							
								Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY																																									
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									Local and/or County Jurisdiction	ADT < 15,000	MEDIUM																																									
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									IDOT Involvement		HARD																																									
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																											
								Yes -->	HARD																																											
			Yes -->	HARD																																																
	Yes -->	HARD																																																		

| Yes --> | HARD |  |
| Yes --> | HARD |  |

Analysis Results

Lightly used parking removal required.	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Weathersfield Way  
Limits: Donna Ct to Plum Grove Rd

Description: Convert existing bike lanes to buffered bike lanes by narrowing travel lanes on residential collector street.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
														Yes -->	Local and/or County Jurisdiction	EASY	
															IDOT Involvement	MEDIUM	
														Yes -->	No -->	Local and/or County Jurisdiction	EASY
																IDOT Involvement	MEDIUM
															Yes -->	Local and/or County Jurisdiction	MEDIUM
										IDOT Involvement	HARD						
										Yes -->					Yes -->	HARD	
										Yes -->					No -->	MEDIUM	
						Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY							
								15,000 < ADT < 20,000		MEDIUM							
								ADT > 20,000		HARD							
								Local and/or County Jurisdiction	ADT < 15,000		MEDIUM						
									15,000 < ADT < 20,000		HARD						
									ADT > 20,000		HARD						
						IDOT Involvement					HARD						
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->		MEDIUM							
								Yes -->		HARD							
					Yes -->					HARD							
	Yes -->					HARD											
	Yes -->					HARD											

Analysis Results

No impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Rodenburg Rd

Limits: Irving Park Rd to Morse Ave

Description: There is an existing sidepath on the east side of Rodenburg Rd south of Irving Park Road, on the west side of Rodenburg Rd from Irving Park Rd to Pratt Ave, no sidepath crossing the Elgin-O'Hare Expressway from Pratt Ave to Morse Ave, then a sidepath on the east side from Morse Avenue north to Wise Rd. Recommend building new path on the east side of the roadway from Irving Park Rd to Morse Ave. ROW appears to be required on east side from Pratt to Morse. Will also require modification to bridge slope walls under Elgin-O'Hare Expressway.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY		
														Yes -->	Local and/or County Jurisdiction			
															IDOT Involvement	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY		
															IDOT Involvement	MEDIUM		
														Yes -->	Local and/or County Jurisdiction	MEDIUM		
															IDOT Involvement	HARD		
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD					
										No -->		MEDIUM						
						Yes -->	HARD	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY						
										15,000 < ADT < 20,000		MEDIUM						
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									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM						
										15,000 < ADT < 20,000		HARD						
										ADT > 20,000		HARD						
									IDOT Involvement	HARD								
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM										
								Yes -->		HARD								
					Yes -->	HARD												
					Yes -->	HARD	Yes -->	HARD										

Analysis Results

ROW required, Bridge work required	HARD
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Feasibility Analysis Flow Chart

Roadway: Irving Park Rd  
Limits: Barrington Rd to Orchard Ln

Description: Replace existing sidewalk on south side of street with proposed sidepath. Might be possible without ROW acquisition, but would require removing a fairly large number of trees, and relocating or avoiding some signal and light poles.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY														
														Yes -->	Local and/or County Jurisdiction															
															IDOT Involvement	MEDIUM														
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY														
															IDOT Involvement	MEDIUM														
														Yes -->	Local and/or County Jurisdiction	MEDIUM														
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						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																					
								Yes -->	HARD																					
					Yes -->	HARD																								
			Yes -->	HARD																										
	Yes -->	HARD																												

Analysis Results

Tree and pole removal	HARD
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Feasibility Analysis Flow Chart

Roadway: Roselle Rd  
Limits: Irving Park Rd to Blackhawk Dr

Description: Replace (mostly) existing sidewalk on east side of street with proposed sidepath. ROW likely needed near Irving Park Rd and Devon Ave. Existing bridge over Elgin-O'Hare Expressway does not have adequate sidewalk width to accommodate shared use path.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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Analysis Results

ROW required, Bridge work required	HARD
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### Feasibility Analysis Flow Chart

Roadway: Wise Rd

Limits: Irving Park Rd to Westover Ln

Description: Replace existing sidewalk on north side of street with proposed sidepath. New crosswalk needed across Irving Park Rd.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
												Yes -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction		EASY
															IDOT Involvement		MEDIUM
														Yes -->	Local and/or County Jurisdiction		MEDIUM
															IDOT Involvement		HARD
												Yes -->	HARD				
												No -->	MEDIUM				
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY		
	15,000 < ADT < 20,000	MEDIUM															
	ADT > 20,000	HARD															
	Local and/or County Jurisdiction	ADT < 15,000	MEDIUM														
		15,000 < ADT < 20,000	HARD														
		ADT > 20,000	HARD														
	IDOT Involvement	HARD															
Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM														
		Yes -->	HARD														
Yes -->	HARD																
Yes -->	HARD																
Yes -->	HARD																

## Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Plum Grove Rd

Limits: Lawrence Ave to Wise Rd

Description: The portion from Lawrence to Shawnee Trail (south of Nerge Rd) is two wide lanes with marked shoulders, an ADT of 8,200, and under local jurisdiction. This segment of Plum Grove Rd can be converted to separated bike lanes with travel lane narrowing (no road diet necessary). From Shawnee Trail to Wise Road, the roadway is five lanes with a 14,000 ADT, and is under Cook County jurisdiction. To install the proposed on-street separated bike lane, the outside travel lane would be replaced with a bike lane and a buffer with some type of physical separation.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																
														Yes -->	Local and/or County Jurisdiction	EASY															
															IDOT Involvement	MEDIUM															
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY															
															IDOT Involvement	MEDIUM															
														Yes -->	Local and/or County Jurisdiction	MEDIUM															
															IDOT Involvement	MEDIUM															
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																		
												No -->	MEDIUM																		
								Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY																				
										15,000 < ADT < 20,000	MEDIUM																				
										ADT > 20,000	HARD																				
									Local and/or County Jurisdiction	ADT < 15,000	MEDIUM																				
										15,000 < ADT < 20,000	HARD																				
										ADT > 20,000	HARD																				
										IDOT Involvement		HARD																			
									Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																			
						Yes -->	HARD																								
						Yes -->	HARD																								
			Yes -->	HARD																											

Analysis Results

Capacity impacts (ADT < 15,000)	MEDIUM
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### Feasibility Analysis Flow Chart

Roadway: Wise Rd

Limits: Plum Grove Rd to Meacham Rd

Description:	<p>Proposed separated bike lane with road diet. Wise Road is a 38-foot wide three lane road with an ADT of 11,700 under local jurisdiction. Plum Grove and Meacham are under County jurisdiction. To install separated bike lanes would require removing the center travel lane. Could be bike lanes on each side (6' bike/2' buffer/11' travel//11' travel/2' buffer/6' bike) or two-way bike lane on north side (12' travel // 12' travel // 4' buffer / 10' two-way bike lanes) to match adjacent segments with off-street sidepaths. Some portions near intersections may need to transition to side paths to maintain left turn lanes.</p>
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Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY			
														Yes -->	Local and/or County Jurisdiction	EASY		
															IDOT Involvement	MEDIUM		
														Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
																IDOT Involvement	MEDIUM	
														Yes -->	Local and/or County Jurisdiction	MEDIUM		
																IDOT Involvement	HARD	
														Yes -->	HARD			
														No -->	MEDIUM			
														Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY	
	15,000 < ADT < 20,000	MEDIUM																
	ADT > 20,000	HARD																
	Local and/or County Jurisdiction	ADT < 15,000	MEDIUM															
		15,000 < ADT < 20,000	HARD															
		ADT > 20,000	HARD															
	IDOT Involvement	HARD																
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM														
Yes -->		HARD																
Yes -->	HARD																	
Yes -->	HARD																	
Yes -->	HARD																	

## Analysis Results

Capacity impacts (ADT < 15,000)	MEDIUM
Portions Off-Street Facility	MEDIUM

Feasibility Analysis Flow Chart

Roadway: Meacham Rd/Medinah Rd  
Limits: Crest Ave to Biesterfield Rd

Description: Proposed sidepath on east side of street. Should be possible without ROW acquisition. Some tree impacts, many light pole impacts.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																	
														Yes -->	Local and/or County Jurisdiction																		
														Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY															
																IDOT Involvement	MEDIUM																
																Local and/or County Jurisdiction	MEDIUM																
																IDOT Involvement	HARD																
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																				
												No -->	MEDIUM																				
	Yes -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																					
										15,000 < ADT < 20,000		MEDIUM																					
										ADT > 20,000		HARD																					
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																					
										15,000 < ADT < 20,000		HARD																					
										ADT > 20,000		HARD																					
									IDOT Involvement	HARD																							
	Yes -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																								
								Yes -->	HARD																								
	Yes -->	ROW Acquisition Required?	Yes -->	HARD	Yes -->	HARD																											
	Yes -->	HARD																															

Analysis Results

Light pole impacts	HARD
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Feasibility Analysis Flow Chart

Roadway: Biesterfield Rd  
Limits: Meacham Rd to Rowling Rd  
Description: Portion of north side of the street has an existing sidepath. Replace sidewalk on north side of street east and west of existing sidepath with proposed sidepath. Some tree removal required, but much of the path can probably be widened without tree impacts.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY
														Yes -->	Local and/or County Jurisdiction	
															IDOT Involvement	MEDIUM
										Yes -->	Is Parking Well Utilized?	Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
															IDOT Involvement	HARD
								Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY					
									Local and/or County Jurisdiction	ADT < 15,000	MEDIUM					
									Local and/or County Jurisdiction	15,000 < ADT < 20,000	HARD					
									Local and/or County Jurisdiction	ADT > 20,000	HARD					
						IDOT Involvement	HARD									
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM								
	Yes -->	HARD														
	Yes -->	HARD		HARD												

Analysis Results

Off-Street Facility, relocation not	MEDIUM
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Feasibility Analysis Flow Chart

Roadway:Walnut Ave

Limits:Barrington Rd to Orchard Ave

Description:Proposed buffered bike lanes on 34' wide residential street from Barrington to Highland. Proposed shared lane markings east of Highland. Buffered bike lanes would require removal of lightly used parking lane. Could consider extending shared lane markings or combination bike/parking lane as alternatives.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
														Yes -->	Local and/or County Jurisdiction	EASY	
															IDOT Involvement	MEDIUM	
														No -->	Local and/or County Jurisdiction	EASY	
																	IDOT Involvement
														Yes -->	Local and/or County Jurisdiction	MEDIUM	
																	IDOT Involvement
														Yes -->	HARD		
														No -->	MEDIUM		
														Yes -->			
	No -->																
	Yes -->	HARD	Yes -->	HARD	Yes -->	HARD	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM	Yes -->	HARD	Yes -->	Is Parking Well Utilized?	Yes -->	HARD	
															No -->	MEDIUM	
															Yes -->	HARD	
															ADT < 15,000	EASY	
															15,000 < ADT < 20,000	MEDIUM	
															ADT > 20,000	HARD	
															ADT < 15,000	MEDIUM	
															15,000 < ADT < 20,000	HARD	
															ADT > 20,000	HARD	
IDOT Involvement															HARD		

Analysis Results

Lightly used parking removal required.	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Irving Park Rd

Limits: Mercury Dr to Elgin O'Hare Eastbound Frontage Rd

Description: Proposed sidepath. There are existing noise walls on both sides of the street from Fairlane Dr to Springsguth Rd that would need to be relocated along with ROW acquisition. Sidewalk may be feasible on north side, but probably not standard width side path. Would likely be easier to use existing bikeways along local streets (Mercury Dr and Grove Ave) for bike connection.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																																						
														Yes -->	Local and/or County Jurisdiction	EASY																																					
															IDOT Involvement	MEDIUM																																					
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																					
															IDOT Involvement	MEDIUM																																					
														Yes -->	Local and/or County Jurisdiction	MEDIUM																																					
															IDOT Involvement	MEDIUM																																					
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																								
												No -->	MEDIUM																																								
						Yes -->	HARD	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																									
										15,000 < ADT < 20,000		MEDIUM																																									
										ADT > 20,000		HARD																																									
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																									
										15,000 < ADT < 20,000		HARD																																									
										ADT > 20,000		HARD																																									
									IDOT Involvement		HARD																																										
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																													
								Yes -->		HARD																																											
	Yes -->	HARD																																																			
																		Yes -->	HARD																																		

| Yes --> | HARD |  |
| Yes --> | HARD |  |

Analysis Results

ROW required, Noise wall relocation	HARD
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Feasibility Analysis Flow Chart

Roadway: Blackhawk Dr/Sunset Dr/Monterey Ave/Oneida Dr/Algonquin Dr/Greenbriar Ln  
Limits: Roselle Rd to Plum Grove Rd

Description: Proposed neighborhood greenway. Crosswalks not needed as part of project, but should be considered. Sidewalks also recommended on Blackhawk, but considered separate project from bikeway.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																	
												Yes -->	Are New Signals Needed?	Yes -->	Local and/or County Jurisdiction	EASY																
														IDOT Involvement	MEDIUM																	
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																
														IDOT Involvement	MEDIUM																	
														Yes -->	Local and/or County Jurisdiction	MEDIUM																
															IDOT Involvement	HARD																
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD																	
														No -->	MEDIUM																	
												Yes -->	HARD	Yes -->	HARD	Yes -->	HARD	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY									
																					15,000 < ADT < 20,000		MEDIUM									
																					ADT > 20,000		HARD									
	Yes -->	Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																											
			15,000 < ADT < 20,000		HARD																											
			ADT > 20,000		HARD																											
			IDOT Involvement		HARD																											
	No -->	MEDIUM																														
	Yes -->	HARD																														

Analysis Results

Only signs and markings needed	EASY
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Feasibility Analysis Flow Chart

Roadway: Nerge Rd  
Limits: Plum Grove Rd to Rowling Rd

Description: Proposed sidepath. Could be on either side of the street. ROW needed near Rowling Rd

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																
														Yes -->	Local and/or County Jurisdiction	EASY															
															IDOT Involvement	MEDIUM															
														Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY													
																	IDOT Involvement	MEDIUM													
																Yes -->	Local and/or County Jurisdiction	MEDIUM													
																	IDOT Involvement	HARD													
														Yes -->	Is Parking Well Utilized?	Yes -->	HARD														
																No -->	MEDIUM														
														Yes -->			Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY											
																			15,000 < ADT < 20,000	MEDIUM											
																			ADT > 20,000	HARD											
																		Local and/or County Jurisdiction	ADT < 15,000	MEDIUM											
																			15,000 < ADT < 20,000	HARD											
																			ADT > 20,000	HARD											
																	IDOT Involvement	HARD													
																	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM											
														Yes -->	HARD																
														Yes -->	HARD		Yes -->	HARD													
														Yes -->	HARD		Yes -->	HARD													

Analysis Results

ROW required	HARD
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Feasibility Analysis Flow Chart

Roadway: Arlington Heights Rd  
Limits: Biesterfield Rd to Elk Grove Blvd

Description: Proposed sidepath along west/north sides of street. ROW acquisition likely needed near Biesterfield Rd. Bridge widening needed over Salt Creek. As an alternative, could stop short and connect to sidepath at Cosman Rd & Northampton Circle.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																				
														Yes -->	Local and/or County Jurisdiction																					
															IDOT Involvement	MEDIUM																				
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																				
															IDOT Involvement	MEDIUM																				
														Yes -->	Local and/or County Jurisdiction	MEDIUM																				
															IDOT Involvement	HARD																				
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																							
												No -->	MEDIUM																							
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																								
										15,000 < ADT < 20,000		MEDIUM																								
										ADT > 20,000		HARD																								
								Yes -->	Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																								
										15,000 < ADT < 20,000		HARD																								
										ADT > 20,000		HARD																								
								IDOT Involvement		HARD																										
					Yes -->	HARD		No -->	MEDIUM																											
								Yes -->	HARD																											
	Yes -->	HARD																																		

| Yes --> | HARD |  | Yes --> | HARD | Yes --> | HARD |  | | | | | | | | | | |

Analysis Results

ROW required	HARD
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### Feasibility Analysis Flow Chart

Roadway: Higgins Rd

Limits: Existing Trail (4400 feet west of Arlington Heights Rd) to Arlington Heights Rd

**Description:** Proposed off-street trail through Forest Preserve. Trees will need to be removed, but not a significant impact compared to the number surrounding/remaining along route.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
												Yes -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
																IDOT Involvement
												Yes -->	HARD			
												No -->	MEDIUM			
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD	
	No -->	MEDIUM														
	Local Jurisdiction Only	ADT < 15,000	EASY													
		15,000 < ADT < 20,000	MEDIUM													
		ADT > 20,000	HARD													
	Local and/or County Jurisdiction	ADT < 15,000	MEDIUM													
		15,000 < ADT < 20,000	HARD													
		ADT > 20,000	HARD													
	IDOT Involvement	HARD														
	Yes -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM											
				Yes -->	HARD											
Yes -->				HARD												
Yes -->	HARD															
Yes -->	HARD															
Yes -->	HARD															

## Analysis Results

Off-street Trail through Forest Preserve	MEDIUM
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### Feasibility Analysis Flow Chart

Roadway: Tonne Rd

Limits: Devon Ave to Pratt Blvd

Description:	Proposed barrier separated bike lanes with road diet. Tonne Rd is two one-way streets separated by wide median. Pratt does not connect to SB Tonne, so turnaround is needed south of Pratt for SB bikes, probably at Walnut. Local jurisdiction, but probably some capacity impacts at Landmeier, which is under Cook County jurisdiction. ADT is 9,650 to 11,200.
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Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
												Yes -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
															IDOT Involvement	HARD
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD	
														No -->	MEDIUM	
												Yes -->	Is Parking Well Utilized?	Local Jurisdiction Only	ADT < 15,000	EASY
															15,000 < ADT < 20,000	MEDIUM
															ADT > 20,000	HARD
														Local and/or County Jurisdiction	ADT < 15,000	MEDIUM
															15,000 < ADT < 20,000	HARD
	ADT > 20,000	HARD														
IDOT Involvement	HARD															
Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM													
		Yes -->	HARD													
Yes -->	HARD															
Yes -->	HARD															
Yes -->	HARD															

## Analysis Results

Road diet with low ADT and some county involvement	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Higgins Rd/Midway Ct

Limits: Arlington Heights Rd to Busse Rd

Description: Proposed sidepath on north side of street on Higgins. Shared lane markings on Midway Ct. Sidepath on the west side of Busse from Midway Ct to Oakton. Should be able to be completed without ROW acquisition or major relocations. ROW a little tight at Arlington Heights Rd.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
														Yes -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
											IDOT Involvement	HARD				
										Yes -->	HARD					
										No -->	MEDIUM					
										Yes -->	Local Jurisdiction Only				ADT < 15,000	EASY
															15,000 < ADT < 20,000	MEDIUM
															ADT > 20,000	HARD
						Yes -->	Local and/or County Jurisdiction	ADT < 15,000	MEDIUM							
								15,000 < ADT < 20,000	HARD							
								ADT > 20,000	HARD							
						Yes -->	IDOT Involvement	HARD								
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM							
								Yes -->	HARD							
	Yes -->	HARD														
	Yes -->	HARD														
Yes -->	HARD															

Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
Shared lane markings on Midway Ct.	EASY



Feasibility Analysis Flow Chart

Roadway: Lively Blvd

Limits: Touhy Ave to Oakton St

Description: Proposed bike lanes. Roadway is 40 feet wide and three lanes from Touhy to Landmeier, and 38 feet wide with two lanes and parking on one side from Landmeier to Oakton. Both sections would require narrow travel lanes: (5b/10t/10m/10t/5b on three lane section and 8p/5b/10t//10t/5b on two-lane section. Otherwise, travel lane removal or parking removal would be required. ADT is 4,050. Local jurisdiction.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY			
														Yes -->	Local and/or County Jurisdiction	EASY		
															IDOT Involvement	MEDIUM		
														Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
																	IDOT Involvement	MEDIUM
																Yes -->	Local and/or County Jurisdiction	MEDIUM
																	IDOT Involvement	HARD
														Yes -->	Is Parking Well Utilized?	Yes -->	HARD	
																No -->	MEDIUM	
														Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY	
																15,000 < ADT < 20,000	MEDIUM	
																ADT > 20,000	HARD	
																Local and/or County Jurisdiction	ADT < 15,000	MEDIUM
																	15,000 < ADT < 20,000	HARD
																	ADT > 20,000	HARD
														IDOT Involvement	HARD			
														Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM	
																Yes -->	HARD	
	Yes -->	HARD																
	Yes -->	HARD																
	Yes -->	HARD																

Analysis Results

Bike lanes without travel lane removal	EASY
Bike lanes with travel lane removal	EASY
Bike lanes with parking removal	MEDIUM

Feasibility Analysis Flow Chart

Roadway: Oakton St  
Limits: Arlington Heights Rd to Higgins Rd

Description: Proposed shared lane markings. Roadway width and cross-section varies. Much of the corridor is 40 feet or more wide and marked as two lanes. Bike lanes may be feasible depending on how drivers currently use space. ADT is 7,900.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY				
														Yes -->	Local and/or County Jurisdiction	EASY			
															IDOT Involvement	MEDIUM			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY			
															IDOT Involvement	MEDIUM			
														Yes -->	Local and/or County Jurisdiction	MEDIUM			
															IDOT Involvement	MEDIUM			
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD						
												No -->	MEDIUM						
								Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY								
										15,000 < ADT < 20,000									
										ADT > 20,000									
									Local and/or County Jurisdiction	ADT < 15,000	MEDIUM								
										15,000 < ADT < 20,000									
										ADT > 20,000									
										HARD									
										IDOT Involvement	HARD								
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM										
								Yes -->	HARD										
					Yes -->	HARD													
			Yes -->	HARD															
				HARD															
	HARD																		

Analysis Results

Shared lane markings	EASY
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Feasibility Analysis Flow Chart

Roadway: Busse Rd  
Limits: Touhy Ave to Higgins Rd

Description: Proposed sidepath on both sides of the street. Path on east side of street north of Oakton would require ROW acquisition. Assumed that is not included.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																																							
														Yes -->	Local and/or County Jurisdiction																																								
															IDOT Involvement	MEDIUM																																							
										Yes -->	Is Parking Well Utilized?	Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																							
															IDOT Involvement	MEDIUM																																							
														Yes -->	Local and/or County Jurisdiction	MEDIUM																																							
															IDOT Involvement	MEDIUM																																							
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																											
										15,000 < ADT < 20,000		MEDIUM																																											
										ADT > 20,000		HARD																																											
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																											
										15,000 < ADT < 20,000		HARD																																											
										ADT > 20,000		HARD																																											
									IDOT Involvement		HARD																																												
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																															
								HARD																																															
					Yes -->	HARD																																																	
			Yes -->	HARD																																																			
	Yes -->	HARD																																																					

| Yes --> | HARD |  |  | Yes --> | HARD |  |  |  |  |  |  |  |  |  |  |  |

Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Landmeier Rd  
Limits: Arlington Heights Rd to Busse Rd

Description: Proposed barrier separated bike lanes with road diet. Existing roadway is four lanes, with corrugated median, narrow marked shoulders, and ADT of 12,500. Cook County jurisdiction.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY					
														Yes -->	Local and/or County Jurisdiction						
															IDOT Involvement	MEDIUM					
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY					
															IDOT Involvement	MEDIUM					
														Yes -->	Local and/or County Jurisdiction	MEDIUM					
															IDOT Involvement	HARD					
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY	Is Parking Well Utilized?	Yes -->	HARD						
										15,000 < ADT < 20,000		MEDIUM			MEDIUM						
										ADT > 20,000		HARD			HARD						
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM		No -->	HARD						
										15,000 < ADT < 20,000		HARD			HARD						
										ADT > 20,000		HARD			HARD						
										IDOT Involvement		HARD									
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM												
						Yes -->	HARD														
	Yes -->	HARD		HARD																	

Analysis Results

Road diet, low ADT, county jurisdiction	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Arlington Heights Rd

Limits: Devon Ave to Higgins Rd

Description: Proposed sidepath from Devon Ave to Elk Grove Blvd, then again near Landmeier and near Oakton to connect to Forest Preserve Trail in Busse Woods. ROW likely needed near major streets (e.g., Devon, Biesterfield/Kennedy). Not much horizontal separation between path and roadway.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																																			
														Yes -->	Local and/or County Jurisdiction																																				
															IDOT Involvement	MEDIUM																																			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																			
															IDOT Involvement	MEDIUM																																			
														Yes -->	Local and/or County Jurisdiction	MEDIUM																																			
															IDOT Involvement	HARD																																			
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																						
												No -->	MEDIUM																																						
						Yes -->	HARD	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																							
										15,000 < ADT < 20,000		MEDIUM																																							
										ADT > 20,000		HARD																																							
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																							
										15,000 < ADT < 20,000		HARD																																							
										ADT > 20,000		HARD																																							
									IDOT Involvement	HARD																																									
					No -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	MEDIUM																																											
								Yes -->		HARD																																									
			Yes -->	HARD																																															
	Yes -->	HARD																																																	

| Yes --> | HARD |  | | | | | | | | | | | | | | |

Analysis Results

ROW Required	HARD
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Feasibility Analysis Flow Chart

Roadway: Higgins Rd  
Limits: Busse Rd to Elmhurst Rd

Description: Proposed sidepath. ROW needed in several areas.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																																	
														Yes -->	Local and/or County Jurisdiction																																		
															IDOT Involvement	MEDIUM																																	
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																	
															IDOT Involvement	MEDIUM																																	
														Yes -->	Local and/or County Jurisdiction	MEDIUM																																	
															IDOT Involvement	HARD																																	
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																				
												No -->	MEDIUM																																				
						Yes -->	HARD	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																					
										15,000 < ADT < 20,000		MEDIUM																																					
										ADT > 20,000		HARD																																					
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																					
										15,000 < ADT < 20,000		HARD																																					
										ADT > 20,000		HARD																																					
									IDOT Involvement	HARD																																							
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																								
								Yes -->	HARD																																								
			Yes -->	HARD																																													
	Yes -->	HARD																																															

| Yes --> | HARD |  | | | | | | | | | | | | | |

Analysis Results

ROW Required	HARD
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Feasibility Analysis Flow Chart

Roadway: Salt Creek Trail Extension  
Limits: Clearmont Dr to John F Kennedy Blvd

Description: Proposed off-street trail along Salt Creek. New bridge required to avoid back yards of 12 houses. New underpass likely required at Devon Ave.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY			
														Yes -->	Local and/or County Jurisdiction	EASY		
															IDOT Involvement	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY		
															IDOT Involvement	MEDIUM		
														Yes -->	Local and/or County Jurisdiction	MEDIUM		
															IDOT Involvement	HARD		
															Yes -->	Is Parking Well Utilized?	Yes -->	HARD
																No -->	MEDIUM	
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY						
										15,000 < ADT < 20,000		MEDIUM						
										ADT > 20,000		HARD						
										Local and/or County Jurisdiction	ADT < 15,000		MEDIUM					
											15,000 < ADT < 20,000		HARD					
											ADT > 20,000		HARD					
										IDOT Involvement		HARD						
										Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM					
												Yes -->	HARD					
	Yes -->	HARD																
	Yes -->	HARD																
	Yes -->	HARD																

Analysis Results

New Bridge	HARD
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Feasibility Analysis Flow Chart

Roadway: Biesterfield Rd  
Limits: Rowling Rd to Arlington Heights Rd

Description: Proposed sidepath. Bridge work needed over I-290.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
												Yes -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	
														IDOT Involvement	MEDIUM		
												Yes -->	Local and/or County Jurisdiction	MEDIUM			
													IDOT Involvement	HARD			
												Yes -->	HARD				
												No -->	MEDIUM				
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY		
														15,000 < ADT < 20,000	MEDIUM		
														ADT > 20,000	HARD		
														Local and/or County Jurisdiction	ADT < 15,000	MEDIUM	
															15,000 < ADT < 20,000	HARD	
															ADT > 20,000	HARD	
IDOT Involvement	HARD																
Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM														
		Yes -->	HARD														
Yes -->	HARD																
Yes -->	HARD																
Yes -->	HARD																

Analysis Results

Bridge widening needed	HARD
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Feasibility Analysis Flow Chart

Roadway: Mittel Blvd / Ridge Ave

Limits: Thorndale Ave to Elk Grove Blvd

Description: Proposed buffer-separated bike lanes. Mittel Blvd is one wide (20') lane in each direction with existing bike lanes, and wide median. Travel lanes could be narrowed to add buffer to bike lanes. Ridge Ave is 34' wide with one lane in each direction. On-street parking is permitted and occasionally used. A combination bike/parking lane might be a good alternative.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
												Yes -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
															IDOT Involvement	HARD
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD	
														No -->	MEDIUM	
												Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY
														15,000 < ADT < 20,000		MEDIUM
														ADT > 20,000		HARD
						Local and/or County Jurisdiction	ADT < 15,000		MEDIUM							
							15,000 < ADT < 20,000		HARD							
							ADT > 20,000		HARD							
						IDOT Involvement	HARD									
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM							
								Yes -->	HARD							
	Yes -->	HARD														
	Yes -->	HARD														

Analysis Results

Devon Ave to Elk Grove Blvd - Parking Removal	MEDIUM
Thorndale Ave to Devon Ave - No impacts	EASY

Feasibility Analysis Flow Chart

Roadway: JF Kennedy Blvd / Rev. Morrison Blvd

Limits: Arlington Heights Rd to Elk Grove Blvd

Description: Proposed buffer-separated bike lanes with road diet. May be good to transition to sidepath at Arlington Heights Rd to connect to proposed sidepath to the west. Roadway is under local jurisdiction, but Arlington Heights Rd is under County jurisdiction. ADT is 8,700.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
												Yes -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												No -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												Yes -->	Local and/or County Jurisdiction	MEDIUM		
								IDOT Involvement	HARD							
								Yes -->	Is Parking Well Utilized?	Yes -->	HARD					
										No -->	MEDIUM					
									Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY				
											15,000 < ADT < 20,000	MEDIUM				
											ADT > 20,000	HARD				
	Local and/or County Jurisdiction	ADT < 15,000	MEDIUM													
		15,000 < ADT < 20,000	HARD													
		ADT > 20,000	HARD													
	IDOT Involvement	HARD														
	Yes -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM											
				Yes -->	HARD											
		Yes -->	HARD													
		Yes -->	HARD													
Yes -->	HARD															

Analysis Results

Road diet with low ADT under local jurisdiction	EASY
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Feasibility Analysis Flow Chart

Roadway: Lively Blvd  
Limits: Pratt Blvd to Touhy Ave

Description: Proposed bike lanes. Roadway is 40 feet wide and three lanes. Would require narrow travel lanes (5b/10t/10m/10t/5b) or center turn lane removal. ADT is 4,050. Local jurisdiction.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->		Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																																									
															Yes -->	Local and/or County Jurisdiction	EASY																																								
																IDOT Involvement	MEDIUM																																								
										Yes -->	Are New Signals Needed?		Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																								
																IDOT Involvement	MEDIUM																																								
															Yes -->	Local and/or County Jurisdiction	MEDIUM																																								
																IDOT Involvement	HARD																																								
										Yes -->		Is Parking Well Utilized?	Yes -->	HARD																																											
													No -->	MEDIUM																																											
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																													
										15,000 < ADT < 20,000		MEDIUM																																													
										ADT > 20,000		HARD																																													
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																													
										15,000 < ADT < 20,000		HARD																																													
										ADT > 20,000		HARD																																													
									IDOT Involvement	HARD																																															
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																																
									Yes -->		HARD																																														
						Yes -->		HARD																																																	
	Yes -->	HARD																																																							
	Yes -->		HARD																																																						

Analysis Results

Bike lanes without travel lane removal	EASY
Bike lanes with travel lane removal	EASY

Feasibility Analysis Flow Chart

Roadway: Elk Grove Blvd  
Limits: Arlington Heights Rd to Tonne Rd

Description: Proposed combination bike/parking lane. Roadway is 24' in each direction with wide landscaped median and no lane markings. Connects to trail at Arlington Heights Rd. Local jurisdiction. ADT < 3000 veh/day.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->		Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																																										
															Yes -->	Local and/or County Jurisdiction	EASY																																									
																IDOT Involvement	MEDIUM																																									
										No -->			Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																									
																IDOT Involvement	MEDIUM																																									
															Yes -->	Local and/or County Jurisdiction	MEDIUM																																									
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										Yes -->		Is Parking Well Utilized?	Yes -->	HARD																																												
													No -->	MEDIUM																																												
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																														
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										ADT > 20,000		HARD																																														
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																														
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										ADT > 20,000		HARD																																														
									IDOT Involvement	HARD																																																
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?		No -->	MEDIUM																																																	
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			Yes -->	HARD																																																						
	Yes -->	HARD																																																								

Analysis Results

No impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Busse Rd  
Limits: Pratt Blvd to Touhy Ave

Description: Proposed sidepath on both sides of the street. Some existing sidewalks appear to be outside of existing ROW. Assumed that new paths could be added within existing easements.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																	
														Yes -->	Local and/or County Jurisdiction																		
															IDOT Involvement	MEDIUM																	
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																	
															IDOT Involvement	MEDIUM																	
														Yes -->	Local and/or County Jurisdiction	MEDIUM																	
															IDOT Involvement	HARD																	
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																				
												No -->	MEDIUM																				
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																					
										15,000 < ADT < 20,000		MEDIUM																					
										ADT > 20,000		HARD																					
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																					
										15,000 < ADT < 20,000		HARD																					
										ADT > 20,000		HARD																					
									IDOT Involvement	HARD																							
								No -->	MEDIUM																								
								Yes -->	HARD																								
	Yes -->	HARD																															
																	Yes -->	HARD															

Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Touhy Ave

Limits: Tonne Rd to Higgins Rd

Description: Proposed bike lanes. Roadway is 38'-42' wide from Tonne to Busse. Parking appears to be lightly used, except at Steiner Electric Co. Roadway should be wide enough to maintain parking and add bike lanes. New signal needed at Busse Rd, where Touhy is currently right-out only. From Busse to Tonne, roadway is only about 36' wide. Trucks occasionally park on-street. There are also Pace bus stops. Might be a good spot for combination bike/parking lane instead of bike lanes.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY															
														Yes -->	Local and/or County Jurisdiction	EASY														
															IDOT Involvement	MEDIUM														
														Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY												
																	IDOT Involvement	MEDIUM												
																Yes -->	Local and/or County Jurisdiction	MEDIUM												
																	IDOT Involvement	MEDIUM												
																			Yes -->	HARD										
																No -->	MEDIUM													
														Yes -->	HARD	Yes -->	HARD	Yes -->	HARD	Yes -->	HARD	Yes -->	HARD	Yes -->	Is Parking Well Utilized?	Yes -->	HARD			
																												No -->	MEDIUM	
																												Yes -->	Local Jurisdiction Only	
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	ADT > 20,000																													
	Local and/or County Jurisdiction	ADT < 15,000																												
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	IDOT Involvement		HARD																											
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																										
			Yes -->	HARD																										
			Yes -->	HARD																										
			Yes -->	HARD																										

Analysis Results

Signal needed on IDOT roadway	HARD
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Feasibility Analysis Flow Chart

Roadway: Elmhurst Rd  
Limits: Pratt Blvd to Higgins Rd

Description: Proposed side path, probably on west side of street. Sidewalk exists in some areas. ROW should not be required.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																															
														Yes -->	Local and/or County Jurisdiction																																
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												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																															
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														Yes -->	Local and/or County Jurisdiction	MEDIUM																															
															IDOT Involvement	MEDIUM																															
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																		
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								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																			
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									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																			
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										ADT > 20,000		HARD																																			
									IDOT Involvement	HARD																																					
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																							
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			Yes -->	HARD																																											
	Yes -->	HARD																																													

Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Devon Ave  
Limits: Rohlwing Rd to Arlington Heights Rd

Description: Proposed side path, probably on north side of street due to slightly more ROW being available. EOH project is doing work under I-290.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY													
														Yes -->	Local and/or County Jurisdiction														
															IDOT Involvement	MEDIUM													
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY													
															IDOT Involvement	MEDIUM													
														Yes -->	Local and/or County Jurisdiction	MEDIUM													
															IDOT Involvement	HARD													
								Yes -->	Is Parking Well Utilized?	Yes -->	HARD																		
										No -->	MEDIUM																		
						Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																			
								15,000 < ADT < 20,000		MEDIUM																			
								ADT > 20,000		HARD																			
							Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																			
								15,000 < ADT < 20,000		HARD																			
								ADT > 20,000		HARD																			
							IDOT Involvement		HARD																				
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																									
				Yes -->		HARD																							
	Yes -->	HARD																											
	Yes -->	HARD																											
	Yes -->	HARD																											

Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Arlington Heights Rd  
Limits: Bryn Mawr Ave to Devon Ave  
Description: Narrow travel lanes to install bike lanes. Existing roadway is approximately 30' wide with marked shoulders. Using 11' travel lanes would allow 4' bike lanes, 10' travel lanes would allow 5' bike lanes. Work near Thorndale Ave is being done by Tollway as part of EOH project. Proposed segment from Ketter Dr to Pierce Rd does not appear to be possible without a road diet or roadway widening. Side path probably better solution north of Pierce Rd.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																																									
														Yes -->	Local and/or County Jurisdiction																																										
															IDOT Involvement	MEDIUM																																									
														Yes -->	Is Parking Well Utilized?	Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																					
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																		Yes -->	Local and/or County Jurisdiction	MEDIUM																																					
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														Yes -->		Local Jurisdiction Only		ADT < 15,000			EASY																																				
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															IDOT Involvement		HARD																																								
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?		No -->	MEDIUM																																															
									Yes -->	HARD																																															
						Yes -->	HARD																																																		
	Yes -->	HARD																																																							
	Yes -->																	HARD																																							

Analysis Results

Roadway widening required from Ketter Dr to Pierce Dr	HARD
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Feasibility Analysis Flow Chart

Roadway: Clearmont Dr  
Limits: Arlington Heights Rd to Tonne Rd

Description: Proposed neighborhood greenway on 31' wide residential streets. Uses existing bridge over Salt Creek. Some type of crossing treatment likely needed at Arlington Heights Rd.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY									
														Yes -->	Local and/or County Jurisdiction										
															IDOT Involvement	MEDIUM									
														Yes -->	Local and/or County Jurisdiction	EASY									
															IDOT Involvement	MEDIUM									
															Local and/or County Jurisdiction	MEDIUM									
										IDOT Involvement	HARD														
										Yes -->						Is Parking Well Utilized?									
																Yes -->	HARD								
																No -->	MEDIUM								
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY													
										15,000 < ADT < 20,000		MEDIUM													
										ADT > 20,000		HARD													
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM													
										15,000 < ADT < 20,000		HARD													
										ADT > 20,000		HARD													
									IDOT Involvement	HARD															
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																	
								Yes -->		HARD															
	Yes -->	HARD																							
	Yes -->		HARD																						

Analysis Results

New crosswalk needed near Clearmont & Arlington Heights Rd. Alternatively, sidepath needed on Arlington Heights Rd (B09)	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Lively Blvd  
Limits: IL 390 to Pratt Blvd  
Description: Proposed bike lanes. Roadway is approximately 40 feet wide and three lanes. Would require narrow travel lanes (5b/10t/10m/10t/5b) or center turn lane removal. ADT is 3,400 to 4,050. Local jurisdiction. Work at IL 390 being done by Tollway as part of EOH project.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																													
														Yes -->	Local and/or County Jurisdiction	EASY																												
															IDOT Involvement	MEDIUM																												
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																												
															IDOT Involvement	MEDIUM																												
														Yes -->	Local and/or County Jurisdiction	MEDIUM																												
															IDOT Involvement	HARD																												
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																															
												No -->	MEDIUM																															
						Yes -->	HARD	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																
										15,000 < ADT < 20,000		MEDIUM																																
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									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																
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										ADT > 20,000		HARD																																
									IDOT Involvement		HARD																																	
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																				
			Yes -->					HARD																																				
																		Yes -->	HARD																									
	Yes -->	HARD																																										

| Yes --> | HARD |  |

Analysis Results

Bike lanes without travel lane removal	EASY
Bike lanes with travel lane removal	EASY

Feasibility Analysis Flow Chart

Roadway: Pratt Blvd  
Limits: Tonne Rd to Elmhurst Rd

Description: Proposed buffer-separated bike lanes. Roadway is 42'-48' wide, depending on location, with one lane in each direction and lightly used parking. Capacity impacts at Busse Rd. ADT is 4,500. Pratt is under local jurisdiction. Busse is under state jurisdiction.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	Yes -->	Local and/or County Jurisdiction	EASY						
														IDOT Involvement	MEDIUM									
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	Yes -->	Local and/or County Jurisdiction	MEDIUM					
															IDOT Involvement	MEDIUM		MEDIUM						
															Local and/or County Jurisdiction	MEDIUM		HARD						
															IDOT Involvement	HARD								
								Yes -->	Is Parking Well Utilized?	Yes -->	HARD	No -->	MEDIUM											
										No -->	MEDIUM													
								Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY	Yes -->	Is Parking Well Utilized?	Yes -->	HARD	No -->	MEDIUM							
																		15,000 < ADT < 20,000	MEDIUM					
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										Local and/or County Jurisdiction	ADT < 15,000							MEDIUM	ADT < 15,000	HARD	ADT > 20,000	HARD		
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	IDOT Involvement	HARD																						
	Yes -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM	Yes -->	HARD																	
	Yes -->	HARD				Yes -->	HARD																	
Yes -->	HARD				Yes -->	HARD																		
Yes -->	HARD				Yes -->	HARD																		
Yes -->	HARD				Yes -->	HARD																		
Yes -->	HARD				Yes -->	HARD																		

Analysis Results

Capacity impacts with IDOT involvement	HARD
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Feasibility Analysis Flow Chart

Roadway: Busse Rd  
Limits: IL 390 to Pratt Blvd

Description: Proposed sidepath on both sides of the street. Some existing sidewalks appear to be outside of existing ROW. Assumed that new paths could be added within existing easements.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																																
														Yes -->	Local and/or County Jurisdiction																																	
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										Yes -->	Is Parking Well Utilized?	Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																
															IDOT Involvement	MEDIUM																																
														Yes -->	Local and/or County Jurisdiction	MEDIUM																																
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									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																				
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									IDOT Involvement	HARD																																						
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																								
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Yes -->	HARD														
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Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Elmhurst Rd

Limits: Foster Ave to Pratt Blvd

Description: Proposed side path, probably on west side of street due to railroad on east side of the street. ROW appears to be needed near Devon Avenue. Higgins Creek runs parallel to a portion of the segment, so path may need to move to west of the Creek, requiring some additional ROW.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY												
														Yes -->	Local and/or County Jurisdiction													
															IDOT Involvement	MEDIUM												
														Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY										
																	IDOT Involvement	MEDIUM										
																Yes -->	Local and/or County Jurisdiction	MEDIUM										
												IDOT Involvement	HARD															
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD													
														No -->	MEDIUM													
												Yes -->			Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY									
								15,000 < ADT < 20,000		MEDIUM																		
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									ADT > 20,000		HARD																	
								IDOT Involvement	HARD																			
								Off-Street Facility -->		Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?						No -->	MEDIUM											
																Yes -->	HARD											
			Yes -->	HARD			HARD																					
	Yes -->	HARD																										

Analysis Results

ROW required	HARD
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Feasibility Analysis Flow Chart

Roadway: County Farm Rd  
Limits: Schick Rd to Greenbrook Blvd

Description: Proposed side path, probably on west side of the street. ROW likely required near south end of segment and south of Ontarioville Rd. Path should be on east side of the street from Ontarioville to Lake St.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY
												Yes -->	Local and/or County Jurisdiction	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
															IDOT Involvement	HARD
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD	
													No -->	MEDIUM		
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY	
														15,000 < ADT < 20,000	MEDIUM	
	ADT > 20,000	HARD														
	Local and/or County Jurisdiction	ADT < 15,000	MEDIUM													
		15,000 < ADT < 20,000	HARD													
		ADT > 20,000	HARD													
	Yes -->	IDOT Involvement	HARD													
		Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM											
	Yes -->			HARD												
	Yes -->	HARD														
			Yes -->	HARD												
	Yes -->	HARD														

### Feasibility Analysis Flow Chart

Roadway: Irving Park Rd

Limits: Mitchell Blvd to Roselle Rd

Description: Proposed buffer-separated bike lanes on two-lane road. Shoulders need to be paved in some areas to facilitate bike lanes.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
												Yes -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												No -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												Yes -->	Local and/or County Jurisdiction	MEDIUM		
													IDOT Involvement	HARD		
												Yes -->	HARD			
												No -->	MEDIUM			
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY	
														15,000 < ADT < 20,000	MEDIUM	
														ADT > 20,000	HARD	
													Local and/or County Jurisdiction	ADT < 15,000	MEDIUM	
														15,000 < ADT < 20,000	HARD	
														ADT > 20,000	HARD	
	IDOT Involvement	HARD														
Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM													
		Yes -->	HARD													
Yes -->	HARD															
Yes -->	HARD															
Yes -->	HARD															

## Analysis Results

Roadway widening needed	HARD
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### Feasibility Analysis Flow Chart

Roadway: Rodenburg Rd

Limits: Travis Pkwy to existing side path north of railroad tracks

Description: Proposed sidepath on east side of street. Some ROW acquisition required for odd-shaped parcel. Railroad crossing improvements needed.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
												Yes -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
															IDOT Involvement	HARD
												Yes -->	HARD			
												No -->	MEDIUM			
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY	
														15,000 < ADT < 20,000	MEDIUM	
														ADT > 20,000	HARD	
	Local and/or County Jurisdiction	ADT < 15,000	MEDIUM													
		15,000 < ADT < 20,000	HARD													
		ADT > 20,000	HARD													
	IDOT Involvement	HARD														
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM												
			Yes -->	HARD												
	Yes -->	HARD														
	Yes -->	HARD														
Yes -->	HARD															

## Analysis Results

ROW required	HARD
Railroad work required	HARD

Feasibility Analysis Flow Chart

Roadway: Central Ave / Bartels Rd

Limits: Lake St to Rodenburg Rd

Description: Proposed buffer-separated bike lanes. Bartels Ave and Central Ave are both generally two lanes and 36' wide with no parking. Easy to add buffered bike lanes. Central Ave is three lanes from Gary Ave to Rodenburg Rd and 40' wide. Could add standard bike lanes or remove center turn lane and add buffered bike lanes. Local jurisdiction and ADT is 8250 from Gary to Rodenburg.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																																									
														Yes -->	Local and/or County Jurisdiction	EASY	IDOT Involvement	MEDIUM																																						
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	IDOT Involvement	MEDIUM																																						
														Yes -->	Local and/or County Jurisdiction	MEDIUM	IDOT Involvement	HARD																																						
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																											
												No -->	MEDIUM																																											
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																												
										15,000 < ADT < 20,000		MEDIUM																																												
										ADT > 20,000		HARD																																												
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																												
										15,000 < ADT < 20,000		HARD																																												
										ADT > 20,000		HARD																																												
									IDOT Involvement	HARD																																														
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																																
								HARD																																																
	Yes -->	HARD	HARD																																																					
			HARD																																																					
	Yes -->																	HARD																																						
Yes -->	HARD																																																							

Analysis Results

No impacts on Bartels or on Central west of Gary	EASY
Potential road diet on Central east of Gary, but may not be required.	EASY

Feasibility Analysis Flow Chart

Roadway: Rodenburg Rd  
Limits: Mensching Rd to Flamingo Dr

Description: Proposed sidepath on east side of street.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	Yes -->	Local and/or County Jurisdiction	EASY																
														IDOT Involvement	MEDIUM																			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	Yes -->	Local and/or County Jurisdiction	MEDIUM															
															IDOT Involvement	MEDIUM																		
														Yes -->	Local and/or County Jurisdiction	MEDIUM		IDOT Involvement	HARD															
															Yes -->	HARD																		
								No -->	MEDIUM																									
								Yes -->							Yes -->	Local Jurisdiction Only		ADT < 15,000	EASY															
																	15,000 < ADT < 20,000	MEDIUM																
																	ADT > 20,000	HARD																
						Local and/or County Jurisdiction	ADT < 15,000									MEDIUM	ADT < 15,000	HARD																
							15,000 < ADT < 20,000									HARD		ADT > 20,000	HARD															
							ADT > 20,000									HARD																		
						IDOT Involvement	HARD																											
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM	Yes -->	HARD																												
	Yes -->	HARD																																
	Yes -->	HARD																																
	Yes -->	HARD																																

Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Central Ave  
Limits: Rosewood Dr to Roselle Rd

Description: Proposed sidepath on south side of street. ROW is tight near Roselle Rd, but I think this can be done without acquisition.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																									
														Yes -->	Local and/or County Jurisdiction																										
															IDOT Involvement	MEDIUM																									
										Yes -->	Is Parking Well Utilized?	Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																									
															IDOT Involvement	MEDIUM																									
														Yes -->	Local and/or County Jurisdiction	MEDIUM																									
															IDOT Involvement	MEDIUM																									
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																													
										15,000 < ADT < 20,000		MEDIUM																													
										ADT > 20,000		HARD																													
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																													
										15,000 < ADT < 20,000		HARD																													
										ADT > 20,000		HARD																													
									IDOT Involvement	HARD																															
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																
									HARD																																
						Yes -->	HARD																																		
	Yes -->	HARD																																							
	Yes -->	HARD																																							

Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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### Feasibility Analysis Flow Chart

Roadway: Bloomingdale Road / Roselle Rd

Limits: Schick Rd to Irving Park Rd

**Description:** Proposed sidepath on west side of street. ROW needed on SW corner of Franklin St, from Fessler Dr to Park Ave, south of Woodcrest Ct, and from Maple Ave to Central Ave.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
												Yes -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	
															IDOT Involvement	MEDIUM	
														Yes -->	Local and/or County Jurisdiction	MEDIUM	
												Yes -->	IDOT Involvement	HARD			
													Yes -->	HARD			
												No -->	MEDIUM				
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD		
														No -->	MEDIUM		
														Local Jurisdiction Only	ADT < 15,000	EASY	
															15,000 < ADT < 20,000	MEDIUM	
															ADT > 20,000	HARD	
														Local and/or County Jurisdiction	ADT < 15,000	MEDIUM	
	15,000 < ADT < 20,000	HARD															
ADT > 20,000	HARD																
IDOT Involvement	HARD																
Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM														
		Yes -->	HARD														
		Yes -->	HARD														
Yes -->	HARD																
Yes -->	HARD																
Yes -->	HARD																

## Analysis Results

ROW Required	HARD
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Feasibility Analysis Flow Chart

Roadway: Irving Park Rd  
Limits: Roselle Rd to Medinah Rd

Description: Proposed bike lanes with four-lane to three-lane road diet on state jurisdiction road with 14,800 ADT. Eastern portion of the corridor is two lanes, and shoulder widening/paving is required to facilitate bike lanes.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY								
														Yes -->	Local and/or County Jurisdiction									
															IDOT Involvement	MEDIUM								
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY								
															IDOT Involvement	MEDIUM								
														Yes -->	Local and/or County Jurisdiction	MEDIUM								
															IDOT Involvement	MEDIUM								
															Yes -->	Yes -->	No -->	Is Parking Well Utilized?	Yes -->	HARD		MEDIUM		
								No -->	MEDIUM															
												Local Jurisdiction Only	ADT < 15,000			EASY								
													15,000 < ADT < 20,000			MEDIUM								
													ADT > 20,000			HARD								
												Local and/or County Jurisdiction	ADT < 15,000			MEDIUM								
													15,000 < ADT < 20,000			HARD								
													ADT > 20,000			HARD								
								IDOT Involvement		HARD														
								Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?		No -->					MEDIUM								
									Yes -->	HARD														
					Yes -->	HARD																		
					Yes -->	HARD																		
			Yes -->	HARD																				

Analysis Results

Roadway widening needed	HARD
Road diet with IDOT involvement	HARD



Feasibility Analysis Flow Chart

Roadway: Medinah Rd

Limits: Foster Ave to Crest Ave

Description: Proposed bike lanes with three-lane to two-lane road diet (Foster to Lake Park HS), five-lane to three-lane road diet (Lake Park HS to Irving Park Rd, and near Thorndale Ave), and four-lane to three-lane road diet (Irving Park Rd to Crest Ave). Medinah Rd is under county jurisdiction, but there would be capacity impacts at Irving Park Rd, which is under state jurisdiction. The ADT ranges from 9,700 to 11,400 vehicles per day.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																
														Yes -->	Local and/or County Jurisdiction																	
															IDOT Involvement	MEDIUM																
														Yes -->	Is Parking Well Utilized?	Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY												
																			IDOT Involvement	MEDIUM												
																		Yes -->	Local and/or County Jurisdiction	MEDIUM												
																			IDOT Involvement	MEDIUM												
																		Yes -->	HARD													
																			MEDIUM													
	Yes -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																									
					15,000 < ADT < 20,000		MEDIUM																									
					ADT > 20,000		HARD																									
				Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																									
					15,000 < ADT < 20,000		HARD																									
					ADT > 20,000		HARD																									
				IDOT Involvement	HARD																											
			No -->	MEDIUM																												
				HARD																												
			HARD																													
			HARD																													
			HARD																													
			HARD																													
			HARD																													

Analysis Results

Road diet with IDOT involvement	HARD
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Feasibility Analysis Flow Chart

Roadway: Lawrence Ave  
Limits: Irving Park Rd to Terry Dr

Description: Proposed shared lane markings on local jurisdiction road with 5,050 ADT.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
												Yes -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	
															IDOT Involvement	MEDIUM	
												Yes -->	Local and/or County Jurisdiction	MEDIUM			
															IDOT Involvement	HARD	
												Yes -->		Yes -->	HARD		
												No -->		No -->	MEDIUM		
												Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY	
														15,000 < ADT < 20,000		MEDIUM	
														ADT > 20,000		HARD	
														Local and/or County Jurisdiction	ADT < 15,000		MEDIUM
															15,000 < ADT < 20,000		HARD
															ADT > 20,000		HARD
												IDOT Involvement		HARD			
												Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->		MEDIUM	
														Yes -->		HARD	
												Yes -->		HARD			
	Yes -->		HARD														
	Yes -->		HARD														

Analysis Results

No impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Rohlwing Rd

Limits: Irving Park Rd to Nerge Rd

Description: Proposed side path, presumably on east side of street to connect to path north of Nerge Rd. Tollway IL 390 project includes bike facilities on Rohlwing Rd. ROW needed near Irving Park Rd. Rail grade crossing improvements may be needed. Signal equipment is in the way north of Bryn Mawr Ave. Alternatively, travel lanes could be narrowed throughout the corridor without capacity impacts to install bike lanes. Roadway is under IDOT jurisdiction.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																																			
														Yes -->	Local and/or County Jurisdiction	EASY																																		
															IDOT Involvement	MEDIUM																																		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																		
															IDOT Involvement	MEDIUM																																		
															Local and/or County Jurisdiction	MEDIUM																																		
																IDOT Involvement	HARD																																	
								Yes -->		Is Parking Well Utilized?		Yes -->	HARD																																					
								No -->				No -->	MEDIUM																																					
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																						
										15,000 < ADT < 20,000		MEDIUM																																						
										ADT > 20,000		HARD																																						
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																						
										15,000 < ADT < 20,000		HARD																																						
										ADT > 20,000		HARD																																						
								IDOT Involvement		HARD																																								
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																									
								Yes -->	HARD																																									
			Yes -->	HARD																																														
	Yes -->	HARD																																																

					Yes -->	HARD													
			Yes -->	HARD															
	Yes -->	HARD																	

Analysis Results

Side Path - ROW Required	HARD
Bike Lanes	EASY

Feasibility Analysis Flow Chart

Roadway: Maple Ave/West End Rd  
Limits: Central Ave/West End Rd to Maple Ave/Roselle Rd

Description: Proposed shared lane markings on local jurisdiction road. Existing signal at Roselle Rd.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
														Yes -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
															IDOT Involvement	HARD
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD	
														No -->	MEDIUM	
												Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY
								15,000 < ADT < 20,000		MEDIUM						
								ADT > 20,000		HARD						
								Local and/or County Jurisdiction	ADT < 15,000		MEDIUM					
									15,000 < ADT < 20,000		HARD					
									ADT > 20,000		HARD					
								IDOT Involvement		HARD						
								Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM					
											Yes -->		HARD			
	Yes -->	HARD														
		Yes -->	HARD													
	Yes -->		HARD													
		Yes -->	HARD													

Analysis Results

No impacts	EASY
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Feasibility Analysis Flow Chart

Roadway:Maple Ave

Limits:Roselle Rd to Irving Park Rd

Description:Proposed bike lanes on map, but shared lane markings will be needed instead if three lanes are to be maintained from Roselle Rd to east of Howard Ave. Alternatively, road diet could be implemented. East of Howard Ave, on-street parking would need to be removed. Existing signal at Roselle Rd.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY								
														Yes -->	Local and/or County Jurisdiction	EASY							
															IDOT Involvement	MEDIUM							
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY							
															IDOT Involvement	MEDIUM							
														Yes -->	Local and/or County Jurisdiction	MEDIUM							
															IDOT Involvement	HARD							
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD										
												No -->	MEDIUM										
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY											
										15,000 < ADT < 20,000		MEDIUM											
										ADT > 20,000		HARD											
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM											
										15,000 < ADT < 20,000		HARD											
										ADT > 20,000		HARD											
									IDOT Involvement	HARD													
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?		No -->	MEDIUM														
	Yes -->	HARD																					

Analysis Results

Potential road diet with county involvement at Roselle Rd	MEDIUM
Potential parking removal east of Howard Ave	MEDIUM
Shared lane markings only	EASY

Feasibility Analysis Flow Chart

Roadway: County Farm Rd  
Limits: Schick Rd to Greenbrook Blvd

Description: Proposed side path, probably on west side of street to connect to existing trail. Frontage roads might be an option in some areas. Existing fences/walls from Rooney Ct to Chaplin Ct, but they are located within the public ROW.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																																																				
														Yes -->	Local and/or County Jurisdiction																																																					
															IDOT Involvement	MEDIUM																																																				
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																																				
															IDOT Involvement	MEDIUM																																																				
														Yes -->	Local and/or County Jurisdiction	MEDIUM																																																				
															IDOT Involvement	HARD																																																				
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																																							
												No -->	MEDIUM																																																							
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																																								
										15,000 < ADT < 20,000		MEDIUM																																																								
										ADT > 20,000		HARD																																																								
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																																								
										15,000 < ADT < 20,000		HARD																																																								
										ADT > 20,000		HARD																																																								
									IDOT Involvement	HARD																																																										
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																																												
								Yes -->		HARD																																																										
					Yes -->	HARD																																																														
			Yes -->	HARD																																																																
	Yes -->	HARD																																																																		

Analysis Results

Relocation of fences/walls required	HARD
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Feasibility Analysis Flow Chart

Roadway: Lake St  
Limits: Greenbrook Blvd to Gary Ave

Description: Proposed side path, probably on north side of street. New bridge needed over West Branch of the DuPage River.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																	
														Yes -->	Local and/or County Jurisdiction																		
															IDOT Involvement	MEDIUM																	
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																	
															IDOT Involvement	MEDIUM																	
														Yes -->	Local and/or County Jurisdiction	MEDIUM																	
															IDOT Involvement	HARD																	
												Yes -->			Is Parking Well Utilized?	Yes -->	HARD																
																No -->	MEDIUM																
								Yes -->	HARD	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																			
												15,000 < ADT < 20,000		MEDIUM																			
												ADT > 20,000		HARD																			
											Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																			
												15,000 < ADT < 20,000		HARD																			
												ADT > 20,000		HARD																			
											IDOT Involvement	HARD																					
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?			No -->	MEDIUM																						
										Yes -->	HARD																						
						Yes -->																											
						Yes -->																											
						Yes -->																											
						Yes -->																											

Analysis Results

Bridge work required	HARD
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Feasibility Analysis Flow Chart

Roadway: Gary Ave  
Limits: Schick Rd to Central Ave

Description: Proposed side path (replaces existing sidewalk from Schick to Lake St). Could be on either side of street, but west side appears to have more ROW. probably on north side of street. New bridge needed over West Branch of the DuPage River.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY												
												Yes -->	Local and/or County Jurisdiction	EASY													
													IDOT Involvement	MEDIUM													
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY											
															IDOT Involvement	MEDIUM											
														Yes -->	Local and/or County Jurisdiction	MEDIUM											
															IDOT Involvement	HARD											

Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Irving Park Rd  
Limits: Medinah Rd to Rohlwing Rd

Description: Proposed bike lanes on two-lane road. Shoulders need to be paved in some areas to facilitate bike lanes. Intersection of Medinah Rd or Rohlwing Rd may require road diet or side paths.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY				
														Yes -->	Local and/or County Jurisdiction					
															IDOT Involvement		MEDIUM			
														Yes -->	Are New Signals Needed?		No -->	Local and/or County Jurisdiction	EASY	
																		IDOT Involvement	MEDIUM	
																	Yes -->	Local and/or County Jurisdiction	MEDIUM	
																		IDOT Involvement	HARD	
																		Yes -->	HARD	
														No -->	MEDIUM					
														Yes -->	Local Jurisdiction Only		ADT < 15,000		EASY	
																	15,000 < ADT < 20,000		MEDIUM	
																	ADT > 20,000		HARD	
																	Local and/or County Jurisdiction	ADT < 15,000		MEDIUM
																		15,000 < ADT < 20,000		HARD
																		ADT > 20,000		HARD
																	IDOT Involvement	HARD		
														Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?		No -->	MEDIUM		
																		HARD		
														Yes -->			HARD			
														Yes -->			HARD			
														Yes -->			HARD			
														Yes -->	HARD					

Analysis Results

Roadway widening needed	HARD
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### Feasibility Analysis Flow Chart

Roadway: Bloomingdale Rd / Roselle Rd

Limits: Bryn Mawr Ave to Lake St

Description: Proposed shared use path on west side of street. Also recommended by Tollway. ROW appears to be needed from Lake St to Park Ave at a minimum.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
												Yes -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	
															IDOT Involvement	MEDIUM	
														Yes -->	Local and/or County Jurisdiction	MEDIUM	
													IDOT Involvement	HARD			
												Yes -->	HARD				
												No -->	MEDIUM				
												Yes -->	Is Parking Well Utilized?	Yes -->			
														No -->	MEDIUM		
														Local Jurisdiction Only	ADT < 15,000	EASY	
															15,000 < ADT < 20,000	MEDIUM	
															ADT > 20,000	HARD	
														Local and/or County Jurisdiction	ADT < 15,000	MEDIUM	
												15,000 < ADT < 20,000	HARD				
												ADT > 20,000	HARD				
												IDOT Involvement	HARD				
												Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM		
	Yes -->	HARD															
Yes -->	HARD																
Yes -->	HARD																
Yes -->	HARD																
Yes -->	HARD																

## Analysis Results

ROW acquisition required	HARD
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Feasibility Analysis Flow Chart

Roadway: Lake St  
Limits: Gary Ave to Springfield Dr

Description: Proposed side path, probably on north side of street. ROW needed from west of Bryn Mawr Ave to Rodenburg Rd.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																																		
														Yes -->	Local and/or County Jurisdiction																																			
															IDOT Involvement	MEDIUM																																		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																		
															IDOT Involvement	MEDIUM																																		
														Yes -->	Local and/or County Jurisdiction	MEDIUM																																		
															IDOT Involvement	HARD																																		
															Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																
										No -->	MEDIUM																																							
										Yes -->	HARD	Yes -->	Local Jurisdiction Only		ADT < 15,000		EASY																																	
						15,000 < ADT < 20,000		MEDIUM																																										
						ADT > 20,000		HARD																																										
						Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																									
							15,000 < ADT < 20,000		HARD																																									
							ADT > 20,000		HARD																																									
						IDOT Involvement	HARD																																											
						Yes -->									Off-Street Facility -->		Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																															
					Yes -->													HARD																																
					Yes -->																					HARD																								
			Yes -->	HARD																																														

| Yes --> | HARD |
| Yes --> | HARD |

Analysis Results

ROW required	HARD
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Feasibility Analysis Flow Chart

Roadway: Circle Ave/Walnut St  
Limits: Lake St to Roselle Rd

Description: Proposed shared lane markings and traffic calming. Roadway widths vary from 25' to 32' wide. Both are under local jurisdiction. ADTs unknown.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->		Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
															Yes -->	Local and/or County Jurisdiction	EASY	
																IDOT Involvement	MEDIUM	
										No -->			Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	
																IDOT Involvement	MEDIUM	
															Yes -->	Local and/or County Jurisdiction	MEDIUM	
																IDOT Involvement	HARD	
										Yes -->		Is Parking Well Utilized?	Yes -->	HARD				
													No -->	MEDIUM				
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY						
										15,000 < ADT < 20,000		MEDIUM						
										ADT > 20,000		HARD						
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM						
										15,000 < ADT < 20,000		HARD						
										ADT > 20,000		HARD						
									IDOT Involvement	HARD								
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM										
								Yes -->		HARD								
			Yes -->	HARD														
	Yes -->	HARD																

Analysis Results

No significant impacts (assuming no diversions or closures via traffic calming)	EASY
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Feasibility Analysis Flow Chart

Roadway: Bryn Mawr Ave  
Limits: Dorchester Ct to Lake St

Description: Proposed bike lanes on 32' wide residential street. On-street parking is already prohibited. From Dover Ct to Dorchester Ct, there are existing shoulders that could be marked as bike lanes.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY
												Yes -->	Local and/or County Jurisdiction	EASY	
													IDOT Involvement	MEDIUM	
												Yes -->	No -->	Local and/or County Jurisdiction	EASY
														IDOT Involvement	MEDIUM
													Yes -->	Local and/or County Jurisdiction	MEDIUM
								IDOT Involvement	HARD						
								Yes -->		HARD					
								No -->		MEDIUM					
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY			
										15,000 < ADT < 20,000		MEDIUM			
										ADT > 20,000		HARD			
						Local and/or County Jurisdiction	ADT < 15,000			MEDIUM					
							15,000 < ADT < 20,000			HARD					
							ADT > 20,000			HARD					
						IDOT Involvement		HARD							
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM						
								Yes -->	HARD						
	Yes -->		HARD												
	Yes -->		HARD												

Analysis Results

No impacts	EASY
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Feasibility Analysis Flow Chart

Roadway:Medinah Rd

Limits:Lake St to Foster Ave

Description:Proposed bike lanes. Travel lanes could be narrowed to 10' near Lake Street to provide 5' bike lanes. Most of route has marked shoulders that could be re-purposed as bike lanes. Slight widening is needed near Spring Creek Reservoir. Near Foster, either need widening, remove left turn lane, or install shared lane markings instead of bike lanes.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																													
														Yes -->	Local and/or County Jurisdiction																														
															IDOT Involvement	MEDIUM																													
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																													
															IDOT Involvement	MEDIUM																													
														Yes -->	Local and/or County Jurisdiction	MEDIUM																													
															IDOT Involvement	HARD																													
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																
												No -->	MEDIUM																																
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																	
										15,000 < ADT < 20,000		MEDIUM																																	
										ADT > 20,000		HARD																																	
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																	
										15,000 < ADT < 20,000		HARD																																	
										ADT > 20,000		HARD																																	
									IDOT Involvement		HARD																																		
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																				
								Yes -->	HARD																																				
					Yes -->	HARD																																							
			Yes -->	HARD																																									
	Yes -->	HARD																																											

Analysis Results

Roadway widening needed	HARD
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Feasibility Analysis Flow Chart

Roadway: Foster Ave  
Limits: Bloomingdale Rd to Medinah Rd

Description: Proposed neighborhood greenway with speed management. Current ADT is 1,350 vehicles per day.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
												Yes -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												No -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												Yes -->	Local and/or County Jurisdiction	MEDIUM			
													IDOT Involvement	HARD			
												Yes -->	HARD				
												No -->	MEDIUM				
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY		
														15,000 < ADT < 20,000	MEDIUM		
														ADT > 20,000	HARD		
														Local and/or County Jurisdiction	ADT < 15,000	MEDIUM	
															15,000 < ADT < 20,000	HARD	
															ADT > 20,000	HARD	
	IDOT Involvement	HARD															
Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM														
		Yes -->	HARD														
Yes -->	HARD																
Yes -->	HARD																

Analysis Results

No impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Rohlwing Rd  
Limits: Lake St to Irving Park Rd  
Description: Proposed side path, probably on the west side of the street on from Lake St to Medinah Dr and on the east side of the street from Medinah Dr to due to more available ROW. ROW required near Lake St, Nordic Rd, Medinah Dr, and Irving Park Rd. Bridge work required over Spring Brook Creek.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY			
														Yes -->	Local and/or County Jurisdiction				
															IDOT Involvement	MEDIUM			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY			
															IDOT Involvement	MEDIUM			
														Yes -->	Local and/or County Jurisdiction	MEDIUM			
															IDOT Involvement	HARD			
								Yes -->	Is Parking Well Utilized?	Yes -->	HARD								
										No -->	MEDIUM								
						Yes -->	HARD	Yes -->		Local Jurisdiction Only	ADT < 15,000	EASY							
											15,000 < ADT < 20,000	MEDIUM							
											ADT > 20,000	HARD							
										Local and/or County Jurisdiction	ADT < 15,000	MEDIUM							
											15,000 < ADT < 20,000	HARD							
											ADT > 20,000	HARD							
										IDOT Involvement	HARD								
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM											
								Yes -->	HARD										
			Yes -->	HARD															
			Yes -->	HARD															

Analysis Results

ROW required	HARD
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Feasibility Analysis Flow Chart

Roadway: Foster Ave  
Limits: Bloomingdale Rd to Medinah Rd

Description: Proposed neighborhood greenway with speed management. Current ADT is 1,350 vehicles per day.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
												Yes -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	
															IDOT Involvement	MEDIUM	
														Yes -->	Local and/or County Jurisdiction	MEDIUM	
															IDOT Involvement	HARD	
												Yes -->	HARD				
												Yes -->	MEDIUM				
												Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY	
														15,000 < ADT < 20,000		MEDIUM	
														ADT > 20,000		HARD	
														Local and/or County Jurisdiction	ADT < 15,000		MEDIUM
															15,000 < ADT < 20,000		HARD
															ADT > 20,000		HARD
												IDOT Involvement	HARD				
												Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM		
														Yes -->	HARD		
	Yes -->	HARD															
	Yes -->	HARD															
	Yes -->	HARD															

Analysis Results

No significant impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Broker Ave  
Limits: Circle Ave to Medinah Rd

Description: Proposed neighborhood greenway on 22' wide residential street. Study need for volume or speed management. ADT is unknown.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->		Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																																							
															Yes -->	Local and/or County Jurisdiction	EASY	IDOT Involvement	MEDIUM																																				
																IDOT Involvement	MEDIUM																																						
															No -->	Local and/or County Jurisdiction	EASY		MEDIUM																																				
																IDOT Involvement	MEDIUM																																						
										Yes -->	Local and/or County Jurisdiction	MEDIUM	HARD																																										
											IDOT Involvement	HARD																																											
								Yes -->		Is Parking Well Utilized?	Yes -->	HARD																																											
											No -->	MEDIUM																																											
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																											
										15,000 < ADT < 20,000		MEDIUM																																											
										ADT > 20,000		HARD																																											
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																											
										15,000 < ADT < 20,000		HARD																																											
						ADT > 20,000				HARD																																													
						IDOT Involvement		HARD																																															
			Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																																	
					Yes -->	HARD																																																	
	Yes -->	HARD																																																					
Yes -->	HARD																																																						
Yes -->		HARD																																																					

Analysis Results

No significant impacts	EASY
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Roadway: Springfield Dr  
Limits: Schick Rd to Lake St

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY
												Yes -->	Local and/or County Jurisdiction	EASY	
													IDOT Involvement	MEDIUM	
												No -->	Local and/or County Jurisdiction	EASY	
													IDOT Involvement	MEDIUM	
												Yes -->	Local and/or County Jurisdiction	MEDIUM	
													IDOT Involvement	HARD	
												Yes -->	HARD		
												No -->	MEDIUM		
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY
	15,000 < ADT < 20,000	MEDIUM													
	ADT > 20,000	HARD													
	Local and/or County Jurisdiction	ADT < 15,000	MEDIUM												
		15,000 < ADT < 20,000	HARD												
		ADT > 20,000	HARD												
	IDOT Involvement	HARD													
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM											
		Yes -->	HARD												
Yes -->	HARD														
Yes -->	HARD														

Road diet on low volume street under local jurisdiction	EASY
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Feasibility Analysis Flow Chart

Roadway: Royal Lane/Scenic Drive/Williams Way  
Limits: North Central DuPage Regional Trail

Description: Improved wayfinding signage to connect two segments of trail via local residential streets. There is existing standard MUTCD wayfinding signage.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY					
												Yes -->	Local and/or County Jurisdiction	EASY						
													IDOT Involvement	MEDIUM						
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY				
															IDOT Involvement	MEDIUM				
														Yes -->	Local and/or County Jurisdiction	MEDIUM				
															IDOT Involvement	HARD				
															Yes -->		HARD			
														No -->		MEDIUM				
														Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY		
																15,000 < ADT < 20,000		MEDIUM		
																ADT > 20,000		HARD		
																Local and/or County Jurisdiction	ADT < 15,000		MEDIUM	
																	15,000 < ADT < 20,000		HARD	
																	ADT > 20,000		HARD	
														IDOT Involvement	HARD					
														Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM			
																Yes -->	HARD			
	Yes -->	HARD																		
	Yes -->	HARD																		
	Yes -->	HARD																		

Analysis Results

No impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Lake St  
Limits: Springfield Dr to Bloomingdale Rd

Description: Proposed side path. South side has more ROW west of Rosedale Ave. ROW needed both sides east of Rosedale Ave.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																																	
														Yes -->	Local and/or County Jurisdiction																																		
															IDOT Involvement	MEDIUM																																	
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																	
															IDOT Involvement	MEDIUM																																	
														Yes -->	Local and/or County Jurisdiction	MEDIUM																																	
															IDOT Involvement	HARD																																	
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																				
												No -->	MEDIUM																																				
						Yes -->	HARD	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																					
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										ADT > 20,000		HARD																																					
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																					
										15,000 < ADT < 20,000		HARD																																					
										ADT > 20,000		HARD																																					
									IDOT Involvement	HARD																																							
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																								
								Yes -->	HARD																																								
			Yes -->	HARD																																													
	Yes -->	HARD																																															

| Yes --> | HARD |  | | | | | | | | | | | | | |

Analysis Results

ROW required	HARD
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Feasibility Analysis Flow Chart

Roadway: Spring Valley Dr  
Limits: Circle Ave to Pleasant Ave

Description: Improve existing wayfinding signage connecting North Central DuPage Regional Trail to Spring Creek Reservoir via short residential street.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->		Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																						
															Yes -->	Local and/or County Jurisdiction	EASY																					
																IDOT Involvement	MEDIUM																					
										Yes -->			Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																					
																IDOT Involvement	MEDIUM																					
															Yes -->	Local and/or County Jurisdiction	MEDIUM																					
																IDOT Involvement	HARD																					
										Yes -->					Yes -->	HARD																						
																MEDIUM																						
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																													
																		Yes -->	HARD																			
								Yes -->	HARD																													
								Yes -->										HARD																				

Analysis Results

No impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Schick Rd  
Limits: County Farm Rd to Springfield Dr

Description: Proposed side path. Most of the corridor has sufficient space for a path, but still needs ROW. Narrower side path(s) might be needed to avoid residential impacts.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																								
														Yes -->	Local and/or County Jurisdiction																									
															IDOT Involvement	MEDIUM																								
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																								
															IDOT Involvement	MEDIUM																								
														Yes -->	Local and/or County Jurisdiction	MEDIUM																								
															IDOT Involvement	HARD																								
															Yes -->		Yes -->	HARD																						
										No -->		MEDIUM																												
										Yes -->		Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?		Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																					
					15,000 < ADT < 20,000		MEDIUM																																	
					ADT > 20,000		HARD																																	
					Yes -->	Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																															
							15,000 < ADT < 20,000		HARD																															
							ADT > 20,000		HARD																															
							IDOT Involvement		HARD																															
					No -->	MEDIUM																																		
					Yes -->	HARD																																		
					Yes -->										HARD																									
																Yes -->	HARD																							

Analysis Results

ROW required	HARD
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Feasibility Analysis Flow Chart

Roadway: Schick Rd / Bloomingdale Rd  
Limits: Schick/Springfield Dr to Bloomingdale/Lake St

Description: Proposed side path, probably on north side of Schick and west side of Bloomingdale. ROW appears to be needed east of Castle Rock Ln and west of Bloomingdale Rd on Schick, and for most of Bloomingdale corridor.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																	
														Yes -->	Local and/or County Jurisdiction	EASY																
															IDOT Involvement	MEDIUM																
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																
															IDOT Involvement	MEDIUM																
														Yes -->	Local and/or County Jurisdiction	MEDIUM																
															IDOT Involvement	MEDIUM																
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																			
												No -->	MEDIUM																			
						Yes -->		Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																				
										15,000 < ADT < 20,000		MEDIUM																				
										ADT > 20,000		HARD																				
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																				
										15,000 < ADT < 20,000		HARD																				
										ADT > 20,000		HARD																				
									IDOT Involvement		HARD																					
					No -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->		MEDIUM																						
								Yes -->		HARD																						
			Yes -->	HARD																												
	Yes -->	HARD																														

| Yes --> | HARD |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Analysis Results

ROW required	HARD
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Feasibility Analysis Flow Chart

Roadway: Lake St  
Limits: Bloomingdale Rd to Glen Ellyn Rd

Description: Proposed side path. ROW needed throughout most of corridor on both sides of street.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																												
														Yes -->	Local and/or County Jurisdiction																													
															IDOT Involvement	MEDIUM																												
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																												
															IDOT Involvement	MEDIUM																												
														Yes -->	Local and/or County Jurisdiction	MEDIUM																												
															IDOT Involvement	MEDIUM																												
															Yes -->				Yes -->	HARD																								
								No -->	MEDIUM																																			
								Yes -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	Yes -->			Local Jurisdiction Only	ADT < 15,000		EASY																											
					15,000 < ADT < 20,000		MEDIUM																																					
					ADT > 20,000		HARD																																					
					Yes -->	Local and/or County Jurisdiction	ADT < 15,000				MEDIUM																																	
							15,000 < ADT < 20,000				HARD																																	
							ADT > 20,000				HARD																																	
							IDOT Involvement				HARD																																	
					No -->	MEDIUM																																						
					Yes -->	HARD																																						
					Yes -->									HARD																														
			Yes -->	HARD																																								

Analysis Results

ROW required	HARD
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Feasibility Analysis Flow Chart

Roadway: Swift Rd/Nordic Rd  
Limits: Lake St to Rohlwing Rd

Description: Proposed side path, probably on west and north sides of the street. No existing sidewalks, but looks like adequate ROW exists.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																																							
														Yes -->	Local and/or County Jurisdiction																																								
															IDOT Involvement	MEDIUM																																							
										Yes -->	Is Parking Well Utilized?	Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																							
															IDOT Involvement	MEDIUM																																							
														Yes -->	Local and/or County Jurisdiction	MEDIUM																																							
															IDOT Involvement	MEDIUM																																							
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																											
										15,000 < ADT < 20,000		MEDIUM																																											
										ADT > 20,000		HARD																																											
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																											
										15,000 < ADT < 20,000		HARD																																											
										ADT > 20,000		HARD																																											
									IDOT Involvement		HARD																																												
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																															
								Yes -->		HARD																																													
					Yes -->	HARD																																																	
			Yes -->	HARD																																																			
	Yes -->	HARD																																																					

| Yes --> | HARD |  |  | Yes --> | HARD |  |  |  |  |  |  |  |  |  |  |  |

Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Lake St  
Limits: Medinah Rd to Fox Lake Commons SC

Description: Proposed side path. ROW needed throughout most of corridor on both sides of street. North side would be better for crossing I-355 to avoid loop ramp in SE quadrant.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY	
														Yes -->	Local and/or County Jurisdiction		MEDIUM
															IDOT Involvement		MEDIUM
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	
															IDOT Involvement	MEDIUM	
														Yes -->	Local and/or County Jurisdiction	MEDIUM	
								Yes -->	IDOT Involvement	HARD							
									Yes -->	HARD							
								No -->	MEDIUM								
								Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY						
										15,000 < ADT < 20,000	MEDIUM						
						ADT > 20,000	HARD										
						Local and/or County Jurisdiction	ADT < 15,000			MEDIUM							
							15,000 < ADT < 20,000			HARD							
							ADT > 20,000			HARD							
						IDOT Involvement	HARD										
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM								
	Yes -->	HARD															
	Yes -->	HARD															
	Yes -->	HARD															

Analysis Results

ROW required	HARD
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Feasibility Analysis Flow Chart

Roadway: Walnut St / Bryn Mawr Ave  
Limits: Walnut/Irving Park to Bryn Mawr/Arlington Heights Rd

Description: Proposed shared lane markings on Walnut and combo bike-parking lanes on Bryn Mawr. Walnut is 46' wide with parking on both sides and 36' wide with very lightly used parking. Bryn Mawr has existing marked parking lanes with light utilization.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY				
														Yes -->	Local and/or County Jurisdiction	EASY			
															IDOT Involvement	MEDIUM			
												No -->			Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
																		IDOT Involvement	MEDIUM
																	Yes -->	Local and/or County Jurisdiction	MEDIUM
										IDOT Involvement	HARD								
										Yes -->		Is Parking Well Utilized?	Yes -->	HARD					
													No -->	MEDIUM					
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY							
										15,000 < ADT < 20,000		MEDIUM							
										ADT > 20,000		HARD							
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM							
										15,000 < ADT < 20,000		HARD							
										ADT > 20,000		HARD							
									IDOT Involvement	HARD									
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?		No -->	MEDIUM										
								Yes -->	HARD										
	Yes -->		HARD																
	Yes -->		HARD																

Analysis Results

No impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Irving Park Rd  
Limits: Rohlwing Rd to Walnut St  
Description: Proposed bike lanes. Roadway cross-section varies. Multiple through and turn lanes at Rohlwing Rd, five lanes and 70' wide east of Rohlwing, four lanes with shoulders over I-290, three lanes east of I-290. Shoulders paving needed on NW corner of Irving Park & Catalpa.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY					
														Yes -->	Local and/or County Jurisdiction	EASY				
															IDOT Involvement	MEDIUM				
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY				
															IDOT Involvement	MEDIUM				
														Yes -->	Local and/or County Jurisdiction	MEDIUM				
															IDOT Involvement	MEDIUM				
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD							
												No -->	MEDIUM							
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY								
										15,000 < ADT < 20,000		MEDIUM								
										ADT > 20,000		HARD								
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM								
										15,000 < ADT < 20,000		HARD								
										ADT > 20,000		HARD								
									IDOT Involvement		HARD									
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM											
								Yes -->	HARD											
					Yes -->	HARD														
			Yes -->	HARD																
				Yes -->	HARD															

Yes -->	HARD
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Analysis Results

Roadway widening needed	HARD
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Feasibility Analysis Flow Chart

Roadway: Central Avenue / Richert Road / Lively Blvd

Limits: IL 390 to Irving Park Rd

Description: Proposed shared lane markings on Central from Irving Park Rd to Foster Ave, proposed bike lanes on Central Ave from Foster Ave to Richert Rd, proposed separated bike lanes (buffered?) on Richert Rd, and proposed shared lane markings on Lively Blvd.  
Central Ave is 36' wide with three lanes from Foster to Richert. Will require removing center turn lane (or widening roadway) to install bike lanes.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																																											
														Yes -->	Local and/or County Jurisdiction																																												
															IDOT Involvement	MEDIUM																																											
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																											
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														Yes -->	Local and/or County Jurisdiction	MEDIUM																																											
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										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																														
												No -->	MEDIUM																																														
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									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																															
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									IDOT Involvement	HARD																																																	
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																																			
								HARD																																																			
					Yes -->	HARD																																																					
			Yes -->	HARD																																																							
	Yes -->	HARD																																																									

Analysis Results

Road diet on local jurisdiction roadway with low ADT	EASY
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Feasibility Analysis Flow Chart

Roadway: School St / Foster are  
Limits: Salt Creek Marsh Forest Preserve Trail to Central Ave

Description: Proposed side path. School St has existing sidewalk, Foster does not. School could be done as shared lane markings to avoid need for more costly work.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																											
														Yes -->	Local and/or County Jurisdiction																												
															IDOT Involvement	MEDIUM																											
										Yes -->	Is Parking Well Utilized?	Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																											
															IDOT Involvement	MEDIUM																											
														Yes -->	Local and/or County Jurisdiction	MEDIUM																											
															IDOT Involvement	HARD																											
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																															
										15,000 < ADT < 20,000		MEDIUM																															
										ADT > 20,000		HARD																															
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																															
										15,000 < ADT < 20,000		HARD																															
										ADT > 20,000		HARD																															
									IDOT Involvement	HARD																																	
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																		
									HARD																																		
						Yes -->	HARD																																				
	Yes -->	HARD																																									
	Yes -->	HARD																																									

Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Busse Rd (IL 83)  
Limits: Irving Park Rd to IL 390

Description: Proposed side path. Plenty of ROW, either side could work, but might be easier to connect to Irving Park Rd on the west side. Bridge work needed to go over Irving Park Rd.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY										
														Yes -->	Local and/or County Jurisdiction	EASY									
															IDOT Involvement	MEDIUM									
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY									
															IDOT Involvement	MEDIUM									
														Yes -->	Local and/or County Jurisdiction	MEDIUM									
															IDOT Involvement	HARD									
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD												
												No -->	MEDIUM												
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY													
										15,000 < ADT < 20,000		MEDIUM													
										ADT > 20,000		HARD													
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM													
										15,000 < ADT < 20,000		HARD													
										ADT > 20,000		HARD													
									IDOT Involvement		HARD														
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																	
							Yes -->	HARD																	
			Yes -->	HARD																					
			Yes -->	HARD																					

Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Foster Ave

Limits: Central Ave to York Rd

Description: Proposed bike lanes. From Central to Busse, the roadway is typically 35' wide with three lanes and an ADT of 5,600 vehicles per day. Bike lane installation would require removing the center turn lane. One section has on-street parking, which would need to be removed or replaced. From Busse to York, the roadway is 36' wide and two lanes, with an ADT of 3,400 vehicles per day. Parking is not prohibited, but does not appear to be well used. Foster is under local jurisdiction.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY				
												Yes -->	Local and/or County Jurisdiction	EASY					
													IDOT Involvement	MEDIUM					
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	Yes -->	Local and/or County Jurisdiction	MEDIUM
															IDOT Involvement	MEDIUM			
															Local and/or County Jurisdiction	MEDIUM			
															IDOT Involvement	HARD			
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD				
												No -->	MEDIUM						
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY				
														15,000 < ADT < 20,000	MEDIUM				
														ADT > 20,000	HARD				
														Local and/or County Jurisdiction	ADT < 15,000	MEDIUM			
															15,000 < ADT < 20,000	HARD			
	ADT > 20,000	HARD																	
	IDOT Involvement	HARD																	
Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																
		Yes -->	HARD																
Yes -->	HARD																		
Yes -->	HARD																		

Analysis Results

Lightly used parking removal required.	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Walnut St  
Limits: George St to Bryn Mawr Ave

Description: Proposed traffic calming and streetscaping, with shared lane markings. Assume no diversions or closures.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																						
												Yes -->	Local and/or County Jurisdiction	EASY																							
													Yes -->			Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																	
												IDOT Involvement							MEDIUM																		
												Yes -->						Local and/or County Jurisdiction	MEDIUM																		
																		IDOT Involvement	HARD																		
													Yes -->						HARD																		
													Yes -->						MEDIUM																		
													Yes -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?			Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY															
																				15,000 < ADT < 20,000		MEDIUM															
																				ADT > 20,000		HARD															
																		Yes -->	Local and/or County Jurisdiction	ADT < 15,000		MEDIUM															
																				15,000 < ADT < 20,000		HARD															
																				ADT > 20,000		HARD															
																				IDOT Involvement		HARD															
																		No -->	MEDIUM																		
																		Yes -->	HARD																		
																		Yes -->	HARD																		
			Yes -->	HARD																																	

Analysis Results

No impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Bloomingdale Rd  
Limits: Rohlwing Rd to Irving Park Rd

Description: Proposed side path. Bikes will need to use shoulders over I-355.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
												Yes -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
								IDOT Involvement	HARD							
								Yes -->	HARD							
									MEDIUM							
								Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY					
										15,000 < ADT < 20,000	MEDIUM					
										ADT > 20,000	HARD					
	Local and/or County Jurisdiction	ADT < 15,000	MEDIUM													
		15,000 < ADT < 20,000	HARD													
		ADT > 20,000	HARD													
	IDOT Involvement	HARD														
	Yes -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM											
				Yes -->	HARD											
	Yes -->	HARD														
	Yes -->	HARD														
Yes -->	HARD															
Yes -->	HARD															

Feasibility Analysis Flow Chart

Roadway: Mill Rd  
Limits: Lake St to Irving Park Rd

Description: Proposed bike lanes on existing two-lane road. Portions of the road north of I-290 are only 26' wide or 22' wide plus on-street parking on one side.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																																				
														Yes -->	Local and/or County Jurisdiction																																					
															IDOT Involvement	MEDIUM																																				
														Yes -->	Is Parking Well Utilized?	Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																
																			IDOT Involvement	MEDIUM																																
																		Yes -->	Local and/or County Jurisdiction	MEDIUM																																
																			IDOT Involvement	MEDIUM																																
														Local Jurisdiction Only		ADT < 15,000					EASY																															
																15,000 < ADT < 20,000					MEDIUM																															
																ADT > 20,000					HARD																															
																Local and/or County Jurisdiction	ADT < 15,000				MEDIUM																															
																	15,000 < ADT < 20,000				HARD																															
																	ADT > 20,000				HARD																															
															IDOT Involvement		HARD																																			
														Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?		No -->								MEDIUM																											
																	Yes -->								HARD																											
														Yes -->		HARD																																				
	Yes -->	HARD																																																		
	Yes -->														HARD																																					

Analysis Results

Some roadway widening required	HARD
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Feasibility Analysis Flow Chart

Roadway: Irving Park Rd  
Limits: Walnut St to Addison Rd  
Description: Proposed bike lanes. From Walnut to Sunnyside, the roadway is mostly two lanes and would need to be widened to accommodate on-street bike lanes. The roadway is five or more lanes from Sunnyside to Addison Rd. If lanes were narrowed to 10 feet in width, bike lanes could fit in existing five-lane cross-section. Unlikely to be approved by IDOT though.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY					
														Yes -->	Local and/or County Jurisdiction	EASY				
															IDOT Involvement	MEDIUM				
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY				
															IDOT Involvement	MEDIUM				
														Yes -->	Local and/or County Jurisdiction	MEDIUM				
															IDOT Involvement	MEDIUM				
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD							
												No -->	MEDIUM							
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY								
										15,000 < ADT < 20,000		MEDIUM								
										ADT > 20,000		HARD								
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM								
										15,000 < ADT < 20,000		HARD								
										ADT > 20,000		HARD								
									IDOT Involvement		HARD									
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM											
								Yes -->	HARD											
						Yes -->		HARD												
	Yes -->	HARD																		
		Yes -->	HARD																	
		Yes -->	HARD																	

Analysis Results

Roadway widening needed	HARD
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Feasibility Analysis Flow Chart

Roadway: Prospect Ave  
Limits: Montrose Ave / Salt Creek Trail to Potter Ln  
Description: Proposed wayfinding.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																													
														Yes -->	Local and/or County Jurisdiction	EASY																												
															IDOT Involvement	MEDIUM																												
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																												
															IDOT Involvement	MEDIUM																												
														Yes -->	Local and/or County Jurisdiction	MEDIUM																												
															IDOT Involvement	HARD																												
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																															
												No -->	MEDIUM																															
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																
										15,000 < ADT < 20,000		MEDIUM																																
										ADT > 20,000		HARD																																
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																
										15,000 < ADT < 20,000		HARD																																
										ADT > 20,000		HARD																																
									IDOT Involvement	HARD																																		
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																				
							Yes -->	HARD																																				
			Yes -->	HARD																																								
																						Yes -->	HARD																					

Analysis Results

No impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: George St  
Limits: Elm St to Salt Creek Trail

Description: Traffic calming and wayfinding. Needs 170' off-street connection from street to trail.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
												Yes -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
														IDOT Involvement	MEDIUM	
													Yes -->	Local and/or County Jurisdiction	MEDIUM	
								IDOT Involvement	HARD							
								Yes -->		HARD						
								No -->		MEDIUM						
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY				
										15,000 < ADT < 20,000		MEDIUM				
										ADT > 20,000		HARD				
						Local and/or County Jurisdiction	ADT < 15,000			MEDIUM						
							15,000 < ADT < 20,000			HARD						
							ADT > 20,000			HARD						
						IDOT Involvement	HARD									
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM							
								Yes -->	HARD							
	Yes -->		HARD													
	Yes -->		HARD													
	Yes -->		HARD													

Analysis Results

Off-street connection needed	EASY
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Feasibility Analysis Flow Chart

Roadway: Addison Rd  
Limits: Forest Preserve Dr to Irving Park Rd

Description: Proposed buffered bike lanes with road diet. Roadway is four lanes, 11,900 ADT, and county jurisdiction. Sharrows will be needed near Irving Park Rd intersection.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY							
														Yes -->	Local and/or County Jurisdiction	EASY						
															IDOT Involvement	MEDIUM						
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY						
															IDOT Involvement	MEDIUM						
														Yes -->	Local and/or County Jurisdiction	MEDIUM						
															IDOT Involvement	HARD						
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD									
												No -->	MEDIUM									
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY										
										15,000 < ADT < 20,000		MEDIUM										
										ADT > 20,000		HARD										
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM										
										15,000 < ADT < 20,000		HARD										
										ADT > 20,000		HARD										
									IDOT Involvement		HARD											
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?		No -->	MEDIUM													
								Yes -->	HARD													
			Yes -->	HARD																		
	Yes -->	HARD																				

Analysis Results

Road diet on low ADT road under County jurisdiction	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Irving Park Rd  
Limits: Addison Rd to Kingery Hwy

Description: Proposed sidepath. Lots of driveways. Bridge widening needed over Salt Creek. RR grade crossing improvements needed east of Wooddale

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																													
														Yes -->	Local and/or County Jurisdiction																														
															IDOT Involvement	MEDIUM																													
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																													
															IDOT Involvement	MEDIUM																													
														Yes -->	Local and/or County Jurisdiction	MEDIUM																													
															IDOT Involvement	HARD																													
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																																
												No -->	MEDIUM																																
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																	
										15,000 < ADT < 20,000		MEDIUM																																	
										ADT > 20,000		HARD																																	
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																	
										15,000 < ADT < 20,000		HARD																																	
										ADT > 20,000		HARD																																	
									IDOT Involvement		HARD																																		
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?		No -->	MEDIUM																																				
								Yes -->	HARD																																				
					Yes -->	HARD																																							
			Yes -->	HARD																																									
	Yes -->	HARD																																											

Analysis Results

Bridge and railroad work required	HARD
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Feasibility Analysis Flow Chart

Roadway: York Rd  
Limits: Main St to Foster Ave

Description: Proposed sidepath, likely on east side of the street due to ROW constraints at Roosevelt Ave and other locations. Path would be adjacent to railroad right-of-way.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY					
														Yes -->	Local and/or County Jurisdiction	EASY				
															IDOT Involvement	MEDIUM				
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY				
															IDOT Involvement	MEDIUM				
														Yes -->	Local and/or County Jurisdiction	MEDIUM				
															IDOT Involvement	HARD				
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD							
												No -->	MEDIUM							
								Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY									
										15,000 < ADT < 20,000	MEDIUM									
											HARD									
									Local and/or County Jurisdiction	ADT < 15,000	MEDIUM									
										15,000 < ADT < 20,000	HARD									
											ADT > 20,000	HARD								
									IDOT Involvement		HARD									
								Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM									
					Yes -->	HARD														
					Yes -->	HARD														
	Yes -->	HARD																		
	Yes -->	HARD																		

Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Hillside Dr  
Limits: Central Ave to Mohawk Dr

Description: Proposed neighborhood greenway. Assume traffic calming without capacity or access impacts.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->		Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																					
															Yes -->	Local and/or County Jurisdiction	EASY	IDOT Involvement	MEDIUM																		
																Local and/or County Jurisdiction	EASY		MEDIUM																		
										Yes -->	Are New Signals Needed?		No -->	Local and/or County Jurisdiction	IDOT Involvement	MEDIUM	Local and/or County Jurisdiction	MEDIUM																			
																			Local and/or County Jurisdiction	HARD																	
										Yes -->	Is Parking Well Utilized?		Yes -->	HARD	MEDIUM																						
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																									
										15,000 < ADT < 20,000		MEDIUM																									
										ADT > 20,000		HARD																									
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																									
										15,000 < ADT < 20,000		HARD																									
										ADT > 20,000		HARD																									
									IDOT Involvement		HARD																										
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->		MEDIUM																											
								Yes -->		HARD																											
			Yes -->	HARD																																	
	Yes -->	HARD																																			

Analysis Results

No impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Wood Dale Rd  
Limits: Oak Meadows Dr to Montrose Ave

Description: Proposed "shoulder bike lanes." Roadway is generally two lanes and 24' to 25' wide. Would require roadway widening to install shoulder bike lanes.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
												Yes -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	
															IDOT Involvement	MEDIUM	
														Yes -->	Local and/or County Jurisdiction	MEDIUM	
															IDOT Involvement	HARD	
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD		
														No -->	MEDIUM		
												Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY	
														15,000 < ADT < 20,000		MEDIUM	
														ADT > 20,000		HARD	
														Local and/or County Jurisdiction	ADT < 15,000		MEDIUM
															15,000 < ADT < 20,000		HARD
															ADT > 20,000		HARD
												IDOT Involvement	HARD				
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM													
			Yes -->	HARD													
	Yes -->	HARD															
	Yes -->	HARD															

Analysis Results

Roadway widening required	HARD
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Feasibility Analysis Flow Chart

Roadway: Potter St  
Limits: Mill Rd/Salt Creek Trail to Addison Rd  
Description: Proposed traffic calming and wayfinding.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
														Yes -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
															IDOT Involvement	HARD
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD			
												No -->	MEDIUM			
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY				
										15,000 < ADT < 20,000		MEDIUM				
										ADT > 20,000		HARD				
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM				
										15,000 < ADT < 20,000		HARD				
										ADT > 20,000		HARD				
									IDOT Involvement		HARD					
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?		No -->	MEDIUM							
								Yes -->	HARD							
			Yes -->	HARD												
			Yes -->	HARD												
	Yes -->	HARD														

Analysis Results

No impacts	EASY
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### Feasibility Analysis Flow Chart

Roadway: Kingery Hwy (IL 83)

Limits: Oak Meadows Dr / 3rd Ave to Irving Park Rd

Description: Proposed side path. Plenty of ROW, either side could work, but there are several parks and schools on the east side. Bridge work needed to go over railroad tracks.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
												Yes -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	
															IDOT Involvement	MEDIUM	
														Yes -->	Local and/or County Jurisdiction	MEDIUM	
												Yes -->	IDOT Involvement	HARD			
													Yes -->	HARD			
												No -->	MEDIUM				
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY		
														15,000 < ADT < 20,000	MEDIUM		
														ADT > 20,000	HARD		
														Local and/or County Jurisdiction	ADT < 15,000	MEDIUM	
															15,000 < ADT < 20,000	HARD	
															ADT > 20,000	HARD	
	IDOT Involvement	HARD															
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM													
Yes -->			HARD														
Yes -->	HARD																
Yes -->	HARD																
Yes -->	HARD																

## Analysis Results

Off-Street Facility, relocation not significant	HARD
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Feasibility Analysis Flow Chart

Roadway: Irving Park Rd  
Limits: Kingery Hwy to York Rd

Description: Proposed sidepath, probably on north side of street due to available ROW. ROW acquisition required near Church Rd and east of Mason St. Reconstruction of slope walls under Kingery Highway bridge needed to accommodate path.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY	
												Yes -->	Local and/or County Jurisdiction	MEDIUM			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	
														IDOT Involvement	MEDIUM		
														Yes -->	Local and/or County Jurisdiction	MEDIUM	
														IDOT Involvement	HARD		
								Yes -->		HARD							
								No -->		MEDIUM							
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY	Is Parking Well Utilized?	Yes -->		HARD	
										15,000 < ADT < 20,000		MEDIUM		No -->		MEDIUM	
										ADT > 20,000		HARD					
										Local and/or County Jurisdiction	ADT < 15,000			MEDIUM			
											15,000 < ADT < 20,000			HARD			
											ADT > 20,000			HARD			
	IDOT Involvement		HARD														
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM													
				HARD													
			Yes -->														
	Yes -->	HARD			Yes -->	HARD											
	Yes -->	HARD			Yes -->	HARD											

Analysis Results

ROW required	HARD
Bridge work required	HARD

Feasibility Analysis Flow Chart

Roadway: Church Rd  
Limits: Grove Ave to Mohawk Dr

Description: Proposed sidepath, probably on east side of street where there is no existing sidewalk. ROW likely needed at Main St. Bridge work over Bensenville Ditch may also be needed.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																																			
														Yes -->	Local and/or County Jurisdiction																																				
															IDOT Involvement	MEDIUM																																			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																																			
															IDOT Involvement	MEDIUM																																			
														Yes -->	Local and/or County Jurisdiction	MEDIUM																																			
															IDOT Involvement	HARD																																			
								Yes -->	Yes -->		Is Parking Well Utilized?	Yes -->	HARD																																						
												No -->	MEDIUM																																						
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																							
										15,000 < ADT < 20,000		MEDIUM																																							
										ADT > 20,000		HARD																																							
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																							
										15,000 < ADT < 20,000		HARD																																							
										ADT > 20,000		HARD																																							
									IDOT Involvement		HARD																																								
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																										
								Yes -->	HARD																																										
			Yes -->	HARD																																															
	Yes -->	HARD																																																	

| Yes --> | HARD |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | </ |

Analysis Results

ROW required	HARD
Bridge work required	HARD



Feasibility Analysis Flow Chart

Roadway: Silver Creek Trail  
Limits: Church Rd to York Rd

Description: Proposed off-street trail. New signal likely needed at Irving Park Rd, which is a state route (IL 19).

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY
												Yes -->	Local and/or County Jurisdiction	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
														IDOT Involvement	MEDIUM	
														Yes -->	Local and/or County Jurisdiction	MEDIUM
															IDOT Involvement	HARD
															Yes -->	HARD
														Yes -->	MEDIUM	
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD	
														No -->	MEDIUM	
														Local Jurisdiction Only	ADT < 15,000	EASY
															15,000 < ADT < 20,000	MEDIUM
	ADT > 20,000	HARD														
	Local and/or County Jurisdiction	ADT < 15,000	MEDIUM													
		15,000 < ADT < 20,000	HARD													
		ADT > 20,000	HARD													
	IDOT Involvement	HARD														
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM												
Yes -->			HARD													
Yes -->	HARD															
Yes -->	HARD															
Yes -->	HARD															

Analysis Results

Significant tree removal, environmental documentation along waterway, signal needed at Irving Park Rd	HARD
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Feasibility Analysis Flow Chart

Roadway: York Rd  
Limits: Jefferson St to Main St  
Description: Proposed sidepath. ROW appears to be needed from Memorial Rd to Main St.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY								
														Yes -->	Local and/or County Jurisdiction	EASY							
															IDOT Involvement	MEDIUM							
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY							
															IDOT Involvement	MEDIUM							
														Yes -->	Local and/or County Jurisdiction	MEDIUM							
															IDOT Involvement	HARD							
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD										
												No -->	MEDIUM										
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY											
										15,000 < ADT < 20,000		MEDIUM											
										ADT > 20,000		HARD											
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM											
										15,000 < ADT < 20,000		HARD											
										ADT > 20,000		HARD											
									IDOT Involvement		HARD												
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM														
								Yes -->	HARD														
									Yes -->	HARD													
				Yes -->	HARD																		
				Yes -->	HARD																		

Analysis Results

ROW Needed	HARD
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**Feasibility Analysis Flow Chart**  
Roadway: Forest Preserve Dr / Brookwood Dr  
Limits: Salt Creek Greenway to Addison Rd  
Description: Proposed wayfinding. Improve existing signage.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
														Yes -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
															IDOT Involvement	HARD
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD			
												No -->	MEDIUM			
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY				
										15,000 < ADT < 20,000		MEDIUM				
										ADT > 20,000		HARD				
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM				
										15,000 < ADT < 20,000		HARD				
										ADT > 20,000		HARD				
									IDOT Involvement		HARD					
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?		No -->	MEDIUM							
								Yes -->	HARD							
	Yes -->	HARD														
	Yes -->	HARD														

Analysis Results	
No impacts	EASY

Feasibility Analysis Flow Chart

Roadway:      Addison Rd  
Limits:        Lake St to Marilyn Terrace

Description:    Proposed buffered bike lanes with four-lane to three-lane road diet.   ADT is 12,800 vehicles per day.   Roadway is under county jurisdiction.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																	
														Yes -->	Local and/or County Jurisdiction	EASY																
															IDOT Involvement	MEDIUM																
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																
															IDOT Involvement	MEDIUM																
														Yes -->	Local and/or County Jurisdiction	MEDIUM																
															IDOT Involvement	HARD																
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																				
										15,000 < ADT < 20,000		MEDIUM																				
										ADT > 20,000		HARD																				
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																				
										15,000 < ADT < 20,000		HARD																				
										ADT > 20,000		HARD																				
									IDOT Involvement		HARD																					
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																							
								Yes -->	HARD																							
					Yes -->	HARD																										
			Yes -->	HARD																												
	Yes -->	HARD																														

Analysis Results

Road diet on low ADT road under County jurisdiction	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Montrose Ave  
Limits: Wood Dale Rd to Busse Rd/Kingery Hwy (IL 83)

Description: Proposed neighborhood greenway. Already has an existing mid-block cul-de-sac, but needs to connect through. No signal at IL 83; would need to use side path on east side to connect to signal at Grove Ave to the south.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY			
														Yes -->	Local and/or County Jurisdiction	EASY		
															IDOT Involvement	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY		
															IDOT Involvement	MEDIUM		
														Yes -->	Local and/or County Jurisdiction	MEDIUM		
															IDOT Involvement	HARD		
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD					
												No -->	MEDIUM					
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY						
										15,000 < ADT < 20,000		MEDIUM						
										ADT > 20,000		HARD						
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM						
										15,000 < ADT < 20,000		HARD						
										ADT > 20,000		HARD						
									IDOT Involvement		HARD							
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM									
								Yes -->	HARD									
Yes -->	HARD																	
Yes -->	HARD																	
Yes -->	HARD																	

Analysis Results

No significant impacts	EASY
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### Feasibility Analysis Flow Chart

Roadway: Wood Dale Rd

Limits: Lake St to Oak Meadows Dr

Description:	Proposed "shoulder bike lanes." Lake St to Oak St is four lanes with raised median. Width in each direction is approximately 25'. With narrowed lane widths, would basically be the same as a 14' wide outside lane with sharrows. North of Oak St, the roadway narrows to one lane in each direction with a width as low as 26'. ADT is 7100 to 9300 vehicles per day. Would require roadway widening to install shoulder bike lanes.
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Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
												Yes -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
															IDOT Involvement	HARD
												Yes -->	HARD			
												No -->	MEDIUM			
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY	
														15,000 < ADT < 20,000	MEDIUM	
														ADT > 20,000	HARD	
														Local and/or County Jurisdiction	ADT < 15,000	MEDIUM
															15,000 < ADT < 20,000	HARD
	ADT > 20,000	HARD														
	IDOT Involvement	HARD														
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM												
			Yes -->	HARD												
	Yes -->	HARD														
	Yes -->	HARD														
Yes -->	HARD															
Yes -->	HARD															
Yes -->	HARD															
Yes -->	HARD															
Yes -->	HARD															
Yes -->	HARD															
Yes -->	HARD															

## Analysis Results

Roadway widening required	HARD
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Feasibility Analysis Flow Chart

Roadway: Grove Ave  
Limits: IL 83 to Church Rd

Description: Proposed bike lanes. Existing signal at IL 83 and all-way stop at Church Rd. Grove is three lanes and 38' wide. Could potentially use 10' wide lanes and 4' bike lanes, but these are very minimum dimensions. Alternatively, could eliminate center turn lane.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																			
														Yes -->	Local and/or County Jurisdiction	EASY																		
															IDOT Involvement	MEDIUM																		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																		
															IDOT Involvement	MEDIUM																		
														Yes -->	Local and/or County Jurisdiction	MEDIUM																		
															IDOT Involvement	MEDIUM																		
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																					
												No -->	MEDIUM																					
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																						
										15,000 < ADT < 20,000		MEDIUM																						
										ADT > 20,000		HARD																						
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																						
										15,000 < ADT < 20,000		HARD																						
										ADT > 20,000		HARD																						
									IDOT Involvement	HARD																								
						No -->		No -->	MEDIUM																									
									HARD																									
					Yes -->	HARD																												
	Yes -->	HARD																																
	Yes -->															HARD																		

Analysis Results

No impacts (4' bike lanes, 10' travel lanes)	EASY
Road diet on local jurisdiction road	EASY

Feasibility Analysis Flow Chart

Roadway: York Rd  
Limits: Grand Ave to Jefferson St

Description: Proposed sidepath. ROW appears to be needed near Grand Ave and from George St to Jefferson St. Many driveways and intersections as well.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																												
														Yes -->	Local and/or County Jurisdiction																													
															IDOT Involvement	MEDIUM																												
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																												
															IDOT Involvement	MEDIUM																												
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															Yes -->	Is Parking Well Utilized?	Yes -->	HARD																										
										No -->	MEDIUM																																	
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						Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																			
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							ADT > 20,000		HARD																																			
						IDOT Involvement	HARD																																					
						Off-Street Facility -->									Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?		No -->	MEDIUM																										
					Yes -->		HARD																																					
																		Yes -->	HARD																									
			Yes -->	HARD																																								

| Yes --> | HARD |
| Yes --> | HARD |

Analysis Results

ROW Needed	HARD
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Feasibility Analysis Flow Chart

Roadway: Main St  
Limits: Church Rd to York Rd

Description: Proposed bike lanes. Roadway is 30' wide and two lanes with no parking. Would require converting parking to back-in only. People could have a problem with that. Let's call this medium feasibility.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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Analysis Results

Parking conversion from head-in to back-in only.	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Mt. Prospect Rd  
Limits: Grand Ave to Jefferson St

Description: Proposed sidepath. ROW appears to be adequate.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																										
														Yes -->	Local and/or County Jurisdiction	EASY																									
															IDOT Involvement	MEDIUM																									
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																									
															IDOT Involvement	MEDIUM																									
														Yes -->	Local and/or County Jurisdiction	MEDIUM																									
															IDOT Involvement	HARD																									
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD																										
														No -->	MEDIUM																										
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																													
										15,000 < ADT < 20,000		MEDIUM																													
										ADT > 20,000		HARD																													
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																													
										15,000 < ADT < 20,000		HARD																													
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									IDOT Involvement	HARD																															
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																					
				Yes -->		HARD																																			
	Yes -->	HARD																																							
														Yes -->	HARD																										

| Yes --> | HARD |  |

Analysis Results

Off-Street Facility, relocation not significant	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Elizabeth Dr

Limits: Addison Rd to Wood Dale Rd

Description: Will require roadway widening and bridge work to add on-street bike lanes.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
												Yes -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	
															IDOT Involvement	MEDIUM	
														Yes -->	Local and/or County Jurisdiction	MEDIUM	
																IDOT Involvement	HARD
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD		
												No -->	MEDIUM				
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY		
	15,000 < ADT < 20,000	MEDIUM															
	ADT > 20,000	HARD															
	Local and/or County Jurisdiction	ADT < 15,000	MEDIUM														
		15,000 < ADT < 20,000	HARD														
		ADT > 20,000	HARD														
	IDOT Involvement	HARD															
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM													
			Yes -->	HARD													
	Yes -->	HARD															
	Yes -->	HARD															
Yes -->	HARD																

Feasibility Analysis Flow Chart

Roadway: Wood St  
Limits: Church Rd to York Rd

Description: Proposed neighborhood greenway. Crossing improvements - probably a new signal - needed at York & Wood or at York & Pine. York Rd is under local jurisdiction.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
												Yes -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
												Yes -->	Local and/or County Jurisdiction	MEDIUM		
														IDOT Involvement	HARD	
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD	
														No -->	MEDIUM	
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY	
														15,000 < ADT < 20,000	MEDIUM	
														ADT > 20,000	HARD	
														Local and/or County Jurisdiction	ADT < 15,000	MEDIUM
															15,000 < ADT < 20,000	HARD
															ADT > 20,000	HARD
												IDOT Involvement	HARD			
Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM													
		Yes -->	HARD													
Yes -->	HARD															
Yes -->	HARD															
Yes -->	HARD															

Analysis Results

Signal needed on local route	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Pine Ave/Park Ave  
Limits: York Rd to Jefferson St

Description: Proposed neighborhood greenway. Wood St may be better option than Pine Ave if signal is added at York and Wood.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->		Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																	
															Yes -->	Local and/or County Jurisdiction	EASY																
																IDOT Involvement	MEDIUM																
										Yes -->			Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																
																IDOT Involvement	MEDIUM																
															Yes -->	Local and/or County Jurisdiction	MEDIUM																
																IDOT Involvement	HARD																
										Yes -->					Yes -->	HARD																	
																MEDIUM																	
										Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?							No -->	MEDIUM														
																										Yes -->	HARD						
																		Yes -->	HARD														

Analysis Results

No expected impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Foxdale Dr / Sable Drive / Eighth Ave / Surrey Road / Eggerding Drive / Neva Ave

Limits: Lake St to Byron Ave

Description: Proposed neighborhood greenway. Path connection needed between Surrey and Eggerding. Other path cut-throughs are existing. All-way stop at Mill Rd also existing.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
												Yes -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	
													IDOT Involvement	MEDIUM			
												Yes -->	Local and/or County Jurisdiction	MEDIUM			
													IDOT Involvement	HARD			
												Yes -->	HARD				
												No -->	MEDIUM				
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY		
														15,000 < ADT < 20,000	MEDIUM		
														ADT > 20,000	HARD		
														Local and/or County Jurisdiction	ADT < 15,000	MEDIUM	
															15,000 < ADT < 20,000	HARD	
															ADT > 20,000	HARD	
												IDOT Involvement	HARD				
												Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM		
														Yes -->	HARD		
												Yes -->	HARD				
												Yes -->	HARD				

Analysis Results

No expected impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Lake St  
Limits: Fox Lake Commons SC to Addison Rd

Description: Proposed side path. ROW needed throughout most of corridor on both sides of street.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY																	
														Yes -->	Local and/or County Jurisdiction																		
															IDOT Involvement	MEDIUM																	
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																	
															IDOT Involvement	MEDIUM																	
														Yes -->	Local and/or County Jurisdiction	MEDIUM																	
															IDOT Involvement	HARD																	
								Yes -->	Is Parking Well Utilized?	Yes -->	HARD																						
										No -->	MEDIUM																						
						Yes -->	HARD	Yes -->		Local Jurisdiction Only	ADT < 15,000		EASY																				
											15,000 < ADT < 20,000		MEDIUM																				
											ADT > 20,000		HARD																				
										Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																				
											15,000 < ADT < 20,000		HARD																				
											ADT > 20,000		HARD																				
									IDOT Involvement		HARD																						
					No -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	MEDIUM																									
								No -->		HARD																							
					Yes -->	HARD		Yes -->	HARD																								
			Yes -->	HARD																													
	Yes -->	HARD																															

Analysis Results

ROW required	HARD
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Feasibility Analysis Flow Chart

Roadway: Byron Ave  
Limits: Mill Rd to Addison Rd

Description: Proposed bike lanes on 28' wide to 34' wide residential street. Would require parking removal. May be easier to do neighborhood greenway.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY														
														Yes -->	Local and/or County Jurisdiction	EASY													
															IDOT Involvement	MEDIUM													
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY													
															IDOT Involvement	MEDIUM													
														Yes -->	Local and/or County Jurisdiction	MEDIUM													
															IDOT Involvement	HARD													
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																
												No -->	MEDIUM																
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																	
										15,000 < ADT < 20,000		MEDIUM																	
										ADT > 20,000		HARD																	
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																	
										15,000 < ADT < 20,000		HARD																	
										ADT > 20,000		HARD																	
									IDOT Involvement		HARD																		
					Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																					
								HARD																					
			Yes -->	HARD																									

| Yes --> | HARD |  |
| Yes --> | HARD |  |

Analysis Results

Parking removal - low utilization	MEDIUM
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Feasibility Analysis Flow Chart

Roadway: Oak Meadows Dr  
Limits: Wood Dale Rd to Kingery Hwy (IL 83)

Description: Proposed shared lane markings on 22' wide road with 7,800 ADT.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY			
												Yes -->	Local and/or County Jurisdiction	EASY				
													IDOT Involvement	MEDIUM				
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY		
														IDOT Involvement	MEDIUM			
												Yes -->	Local and/or County Jurisdiction	MEDIUM				
													IDOT Involvement	HARD				
												Yes -->	HARD					
												No -->	MEDIUM					
												Yes -->	HARD					
	No -->																	
	Yes -->																	
	Yes -->	ROW Acquisition Required?	Yes -->	Is Roadway Widening or Bridge Work Required?	Yes -->	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM	Yes -->	HARD	Are New Crosswalks Needed?	Is Parking Well Utilized?	Yes -->	HARD			
														No -->	MEDIUM			
														Yes -->	HARD			
														ADT < 15,000	EASY			
														15,000 < ADT < 20,000	MEDIUM			
ADT > 20,000														HARD				
ADT < 15,000														MEDIUM				
15,000 < ADT < 20,000	HARD																	
ADT > 20,000	HARD																	
Yes -->	HARD																	

Analysis Results

No significant impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Third Ave / Jefferson St

Limits: Kingery Hwy (IL 83) to York Rd

Description: Proposed shared lane markings. Roadway is 24' wide from IL 83 to Church Rd. People may park occasionally on gravel shoulders. Roadway is 30' wide from Church Rd to York Rd. Parking is prohibited 2 AM to 6 AM, but probably not used much anytime due to narrow roadway width. ADT is 7,800 vehicles per day.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
												Yes -->	Local and/or County Jurisdiction	EASY		
													IDOT Involvement	MEDIUM		
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
															IDOT Involvement	HARD
												Yes -->	Is Parking Well Utilized?	Yes -->	HARD	
														No -->	MEDIUM	
												Yes -->	Local Jurisdiction Only	ADT < 15,000	EASY	
														15,000 < ADT < 20,000	MEDIUM	
														ADT > 20,000	HARD	
														Local and/or County Jurisdiction	ADT < 15,000	MEDIUM
															15,000 < ADT < 20,000	HARD
															ADT > 20,000	HARD
												IDOT Involvement	HARD			
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM												
Yes -->			HARD													
Yes -->	HARD															
Yes -->	HARD															

Analysis Results

No significant impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Jefferson St  
Limits: York Rd to County Line Rd / Mt. Prospect Rd

Description: Proposed shared lane markings. Roadway is 26' to 30' wide. Parking appears to be permitted, but not used. ADT is 3,600 vehicles per day. Marked shoulder may be option instead of shared lane markings.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	
														Yes -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY
															IDOT Involvement	MEDIUM
														Yes -->	Local and/or County Jurisdiction	MEDIUM
															IDOT Involvement	HARD
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD			
												No -->	MEDIUM			
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY				
										15,000 < ADT < 20,000		MEDIUM				
										ADT > 20,000		HARD				
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM				
										15,000 < ADT < 20,000		HARD				
										ADT > 20,000		HARD				
									IDOT Involvement		HARD					
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM							
								Yes -->	HARD							
			Yes -->	HARD												
			Yes -->	HARD												
	Yes -->	HARD														

Analysis Results

No significant impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: George St / John St / Belmont Ave  
Limits: York Rd to County Line Rd / Mt. Prospect Rd

Description: Proposed shared lane markings. George St is 30' wide. Parking appears to be permitted on the north side of the street only, but not used. ADT is 1,850 vehicles per day. John St and Belmont Ave are 28' wide residential streets with lightly used parking.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->		Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																																
															Yes -->	Local and/or County Jurisdiction	EASY																															
																IDOT Involvement	MEDIUM																															
										No -->			Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																															
																IDOT Involvement	MEDIUM																															
															Yes -->	Local and/or County Jurisdiction	MEDIUM																															
																IDOT Involvement	MEDIUM																															
										Yes -->		Is Parking Well Utilized?	Yes -->	HARD																																		
													No -->	MEDIUM																																		
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																																				
										15,000 < ADT < 20,000		MEDIUM																																				
										ADT > 20,000		HARD																																				
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																																				
										15,000 < ADT < 20,000		HARD																																				
										ADT > 20,000		HARD																																				
									IDOT Involvement	HARD																																						
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																																							
								Yes -->	HARD																																							
	Yes -->	HARD																																														
	Yes -->	HARD																																														
Yes -->	HARD																																															

Analysis Results

No significant impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Oak St  
Limits: Addison Rd to Salt Creek Trail

Description: Proposed wayfinding. Paved connection also needed to connect road to trail.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY																	
														Yes -->	Local and/or County Jurisdiction	EASY																
															IDOT Involvement	MEDIUM																
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY																
															IDOT Involvement	MEDIUM																
														Yes -->	Local and/or County Jurisdiction	MEDIUM																
															IDOT Involvement	HARD																
										Yes -->	Is Parking Well Utilized?	Yes -->	HARD																			
												No -->	MEDIUM																			
								Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY																				
										15,000 < ADT < 20,000		MEDIUM																				
										ADT > 20,000		HARD																				
									Local and/or County Jurisdiction	ADT < 15,000		MEDIUM																				
										15,000 < ADT < 20,000		HARD																				
										ADT > 20,000		HARD																				
									IDOT Involvement		HARD																					
						Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM																							
								Yes -->	HARD																							
			Yes -->	HARD																												
	Yes -->	HARD																														

Analysis Results

No significant impacts	EASY
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Feasibility Analysis Flow Chart

Roadway: Lake St  
Limits: Addison Rd to Wood Dale Rd

Description: Proposed side path. ROW needed from Addison Rd to Maple St.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY	EASY											
														Yes -->	Local and/or County Jurisdiction												
															IDOT Involvement	MEDIUM											
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY											
															IDOT Involvement	MEDIUM											
														Yes -->	Local and/or County Jurisdiction	MEDIUM											
								IDOT Involvement	HARD																		
								Yes -->	Is Parking Well Utilized?	Yes -->	HARD																
										No -->	MEDIUM																
								Yes -->			Yes -->	Local Jurisdiction Only	ADT < 15,000		EASY												
													15,000 < ADT < 20,000		MEDIUM												
													ADT > 20,000		HARD												
						Local and/or County Jurisdiction	ADT < 15,000					MEDIUM															
							15,000 < ADT < 20,000					HARD															
							ADT > 20,000					HARD															
						IDOT Involvement	HARD																				
							Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?						No -->	MEDIUM												
														Yes -->	HARD												
			Yes -->	HARD																							
	Yes -->	HARD																									

Analysis Results

ROW required	HARD
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### Feasibility Analysis Flow Chart

Roadway: Grand Ave

Limits: Church St to County Line Rd / Mt. Prospect Rd

Description: Proposed side path, probably on south side. ROW required near York Rd and from Mt. Emblem Cemetery. York Rd intersection needs work. Tree and utility pole removal will be required in some areas.

Is there Community or Political Opposition to the Project?	No -->	ROW Acquisition Required?	No -->	Is Roadway Widening or Bridge Work Required?	No -->	On-Street Facility or Intersection Crossings Treatments -->	Are there Capacity Impacts (i.e., Travel Lane Removal, Turn Lane Removal, Road Closures, Diversions)?	No -->	Are there parking impacts (e.g., removal)?	No -->	Are New Crosswalks Needed?	No -->	Are Crosswalk Enhancements Needed?	No -->	EASY		
												Yes -->	Local and/or County Jurisdiction	EASY			
													IDOT Involvement	MEDIUM			
												Yes -->	Are New Signals Needed?	No -->	Local and/or County Jurisdiction	EASY	
															IDOT Involvement	MEDIUM	
														Yes -->	Local and/or County Jurisdiction	MEDIUM	
													IDOT Involvement	HARD			
												Yes -->	HARD				
												No -->	MEDIUM				
												Yes -->	Is Parking Well Utilized?	Yes -->			
														No -->	MEDIUM		
														Local Jurisdiction Only	ADT < 15,000	EASY	
															15,000 < ADT < 20,000	MEDIUM	
															ADT > 20,000	HARD	
														Local and/or County Jurisdiction	ADT < 15,000	MEDIUM	
	15,000 < ADT < 20,000	HARD															
	ADT > 20,000	HARD															
	IDOT Involvement	HARD															
	Off-Street Facility -->	Removal or Relocation of Large Number of Roadside Elements (e.g., trees, light poles) Required?	No -->	MEDIUM													
			Yes -->	HARD													
Yes -->			HARD														
Yes -->	HARD																
Yes -->	HARD																
Yes -->	HARD																

## Analysis Results

ROW required	HARD
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